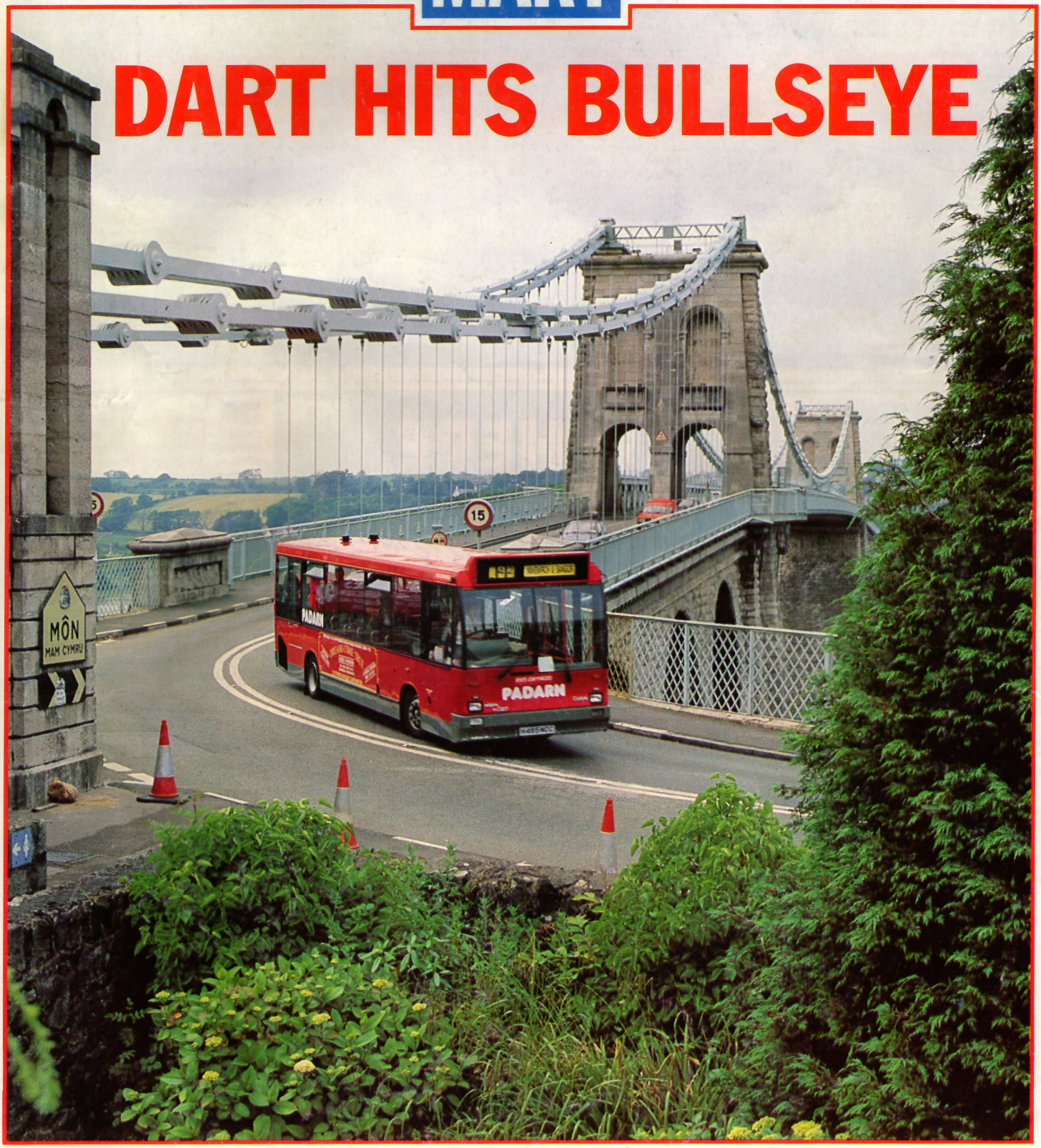
COACH MART

The weekly for the coach industry

Issue 648 £1

July 18th, 1991

DART HITS BULLSEYE



Carlton P.S.V.

IMMEDIATE DELIVERY — NEW NEOPLANS

Skyliner, Mercedes V8 Twin Turbo, 79 recliners, toilet, full spec etc.

Transliner, Mercedes V8 engine, 48/51 recliners, toilet, full spec, etc, choice of two.

NEOPLAN

1987 Neoplan Jetliner (Scania) 44 recliners, 10 speed gearbox, toilet, washroom, drinks machine, servery, rollo blinds, conti door, driver's bunk, MoT 13.05.91. Stock No. R044.

1986 Neoplan Skyliner, 73/77 seats, Gardner engine, ZF automatic gearbox, radio/PA/cassette, toilet, fridge, drinks, choice of 2. Stock Nos. 1065 & 1066.

1984 Neoplan Skyliner, 75/77 recliners, DAF 11.6 Turbo engine, 8 speed gearbox, toilet/washroom, servery, water boiler, fridge, curtains, choice of two, MoTs 22.11.91 and 15.01.92. Stocks nos M110 and M111.

1983/4 Neoplan Skyliner, 71-75 seats, Mercedes V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock No. 9019 to 9022 and 0041.

1983 Neoplan Skyliner, 73 seats, Mercedes V10 engine, 6 speed ZF gearbox, servery, courier seat, MoT 20.05.92. Stock No. 9017.

1982 Neoplan Jetlin SOLD 49 recliners, N/S plug door 6 sp room, drinks machine, fridge, c o blinds, driver's bunk, courier sea .91. Stock No. R028.

1982 Neoplan Skyliner (with cherished plates), recently remoquetted (blue) and resprayed (white), 71 recliners, Mercedes V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc, MoT 11.03.92. Stock No. 0004.

VOLVO

1987 VOLVO B10M Plaxton 3500, 49/53 recliners, 6 speed gearbox, O/S rear sunken toilet, O/S continental door, curtains, courier seat, crew bunk, side lockers, driver's fan, MoT 24.02.92. Stock No. 1050.

1980 VOLVO B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automat g/b, power door, tinted windows, curtains, side lockers, MoT 17.12.91. Stock No. 0012.

1983 Volvo B10M, 48 seats, 6 speed gearbox, curtains, toilet, drinks machine, MoT 29.11.91. Stock no R037.

1980 VOLVO B58, 11 metre, 51 seats, Alpha power door, Telma, white livery, red moq, MoT 27.01.92. Stock No. 0014.

1973 VOLVO B58, 11 metre, 53 (remoquetted) seats, X'Press doors, side lockers, MoT 03.10.91. Stock No. 1047.

SCANIA

1986 Scania K112 Plaxton 3500. 55 reclining seats, demountable toilet, double glazed, retarder, curtains, radio/PA/cassette, MoT 01.03.92. Stock No. 1063.

1986 Scania Berkhof Eclipse doble deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white, MoT 11.04.91. Stock No. 0021.

BEDFORD

1980 Bedford PJK, 29 seat, Duple Dom, MoT 16.09.91. Stock No. 0007.

1975 Bedford YRQ Plaxton, 45 seats, power door, side lockers, private plates, MoT 17.09.91. Stock No. 1062

LEYLAND

1981 Leyland Leopard Duple Dominant, 53 seats, 6 speed ZF g/box, red moq, livery white, MoT 23.08.91. Stock No. M9012.

1981 Leyland, 12 metre Plaxton, 49 recliners, 6 speed ZF gearbox, cream exterior, autumn tint moquette. Choice of 2. MoTs 29.08.91 and 25.10.91. Stock No. 9010 & 9011.

1980 Leyland Leopard, 11 metre Plaxton, 53 (remoquetted) seats, X'Press doors, 6 speed ZF gearbox, side lockers, MoT 29.08.91. Stock No. 9009.

AEC

1977 AEC Plaxton Express, 53 seater, semi-auto gearbox, Bristol dome, white/black exterior, autumn tint moquette. MoT 3.10.91. Stock No. 0006.

CUMMINS

1985 Duple 425 (Cummins) 6 speed automatic g/box. 54 recliners, curtains, radio/PA, toilet, drinks machine, TV monitors, continental door, courier seat. Stock No. 1070.

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WHERE QUALITY AND VALUE MEET

BOVA 1983 (AUG) EUROPA II INTEGRAL 12M, 49 str., red moquette (44 recliners + 5 fixed at rear) power entrance door, courier seat, curtains, centre sunken toilet, continental door, TELMA, Webasto, driver's fan, all white.
M.O.T. MAR 1992 **£29,500 NETT**

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, brown moquette, rear floor mounted toilet, continental entrance door, Webasto heating, driver's berth, power operated entrance door, courier seat, curtains, wiring for T.V./video, white/grey/red.
M.O.T. FEB 1992 **£39,500 NETT**

VOLVO 1983 (AUG) B10M BERKHOF ESPRITE HIGH-LINE 12M, 49/53 recliners, autumn tint moquette, demountable toilet, continental door, TELMA retarder, cream/red.
M.O.T. FEB 1992 **£35,000 NETT**

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette, white + yellow/orange stripes.
M.O.T. FEB 1992 **£60,000 NETT**

DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue.
M.O.T. FEB 1992 **£57,500 NETT**

VOLVO 1986 (AUG) B10MT (TANDEM) VAN HOOL ALIZEE-SH 12M, 49 recliners, grey/red moquette, rear toilet, driver's berth, courier seat, curtains, fridge, drinks machine, wired for T.V./video, all white.
M.O.T. APR 1992 **£62,500 NETT**

QUALITY · QUALITY · QUALITY · QUALITY · VALUE · VALUE · VALUE · VALUE · VALUE ·

TOYOTA 1986 (OCT) CAETANO OPTIMO, 21 str., grey/red moquette, power entrance door, courier seat, curtains, armrests, saloon table, grey/red.
M.O.T. SEP 1991 **£17,500 NETT**

LEYLAND 1985 TIGER 245 DUPLE LASER EXPRESS 11M, 51 str., autumn tint moquette, armrests, power entrance door, destination equipment, red/gold.
M.O.T. FEB 1992 **£35,000 NETT**

BOVA 1989 FUTURA FHD 12.290 INTEGRAL 12M, 51 str., duo red moquette, centre sunken toilet with continental exit, Webasto pre-heater, driver's berth, double glazing to side windows, curtains, DE headlamps/foglamps, wired for TV/video, all white.
M.O.T. JUNE 1992
AVAILABLE ON OPERATIONAL LEASE - SUBJECT TO STATUS

LEYLAND 1983 TIGER 245 DUPLE DOMINANT IV EXPRESS 11M, semi-automatic gearbox, driver's partition, bristol dome, power entrance doors, 53 str., autumn tint moquette, white/duo green.
M.O.T. DEC 1991 **£25,000 NETT**

DAF 1984 DKFL CAETANO ALGARVE 12M, fitted 49 recliners, grey/orange moquette, power door, courier seat, curtains, toilet, wired for T.V./video, carpet, water boiler, duo red/white.
M.O.T. JUNE 1992 **£37,500 NETT**

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In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

VALUE ADDED TAX;
Prices quoted are exclusive of V.A.T. and are subject to the normal standard rate.

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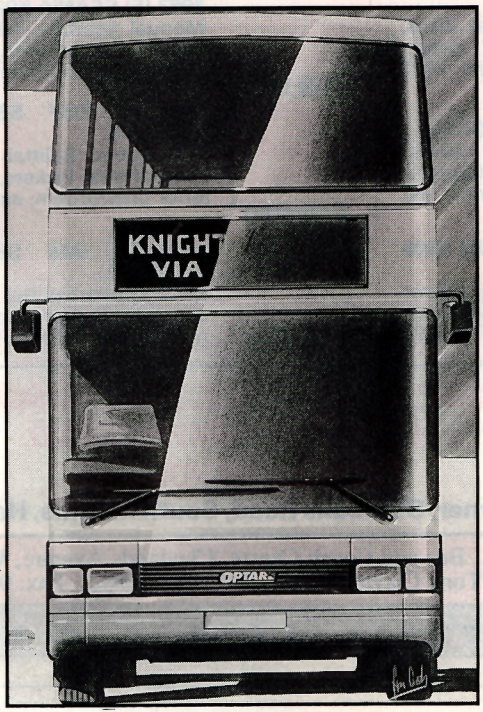

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How have vehicles fared in Maintenance Diary?

– page 24

COMMENT

WHAT'S the latest situation for group bookings at EuroDisney? That's a burning question for which nobody - not even EuroDisney itself - seems to have any answers.

Despite an enthusiastic reception from coach operators when the giant theme park was announced, their best efforts to set up a travel package to EuroDisney have been thwarted by a lack of response from EuroDisney's London and Paris offices.

Coachmart has been trying for some time to discover anyone who has any information about group bookings for the hotels and for entry to the park. Indeed, our own efforts to elicit a response from EuroDisney have so far been a dismal failure.

And so we are all left hanging, operators wondering whether there is any point in planning a trip to EuroDisney into Paris packages.

EuroDisney need have no doubt of one fact: operators want to fill the theme park to the gates with thrill-hungry Disney fans. But they have some doubts as to whether EuroDisney wants coach business.

A glance at the hotel prices offered by P&O reveals that a stay on site is going to be far from cheap. Rumours of entry tickets costing around £25 a head seem to indicate that EuroDisney is destined to be the most up-market theme park in Europe.

Will these prices attract the traditional coaching crowds? Will the enthusiasm of punters overcome the financial hurdle?

Coachmart has no doubt that Disney has got its sums right. The big problem is that no-one knows what those sums are. And the longer operators are kept in the dark, the less likely it is that the EuroDisney name will appear in next year's tour brochures.

THE figures for bus and coach sales say it all; this industry has been hit as hard as any other by the recession.

Yet this week, Optare announces a new and innovative double-deck, and East Lancs puts its confidence behind a £45,000 revamping exercise for Leyland Nationals. There are even rumours of a new coach being launched at the BCC show.

It's a credit to this country's few remaining manufacturers that they continue to pour money into R and D with a great optimism, with imagination and with a continuing assessment of operators' needs. This Government owes the bus and coach industry better than it provides. The country needs polices which will stimulate inventiveness, not stifle it.

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ZF 6 speed Splitter gearbox, wheel discs, power door, integral side locker, radio/pa/cassette, 57R seats, ext white, MoT new.

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~~£69,500~~

1984 (A) MB200 DKFL CAETANO ALGARVE
Manual Splitter gearbox, pannier lockers, power door, cont. door, ducted heating, radio/PA/cassette, 53 seats + courier, ext white, MoT 18.6.92

£39,850
~~£45,950~~

1987 (D) VOLVO B10M GL PLAXTON 3500 HIGHLINE
Telma, side lockers, driver's bunk, power door, cont. door, centre toilet, radio/PA/cassette, 49R seats, exterior white, MoT 25.2.92

£69,950
~~£79,950~~

1987 (E) SCANIA K92CR PLAXTON 3200
Manual gearbox, wheel discs, integral side lockers, power door, 55 seats, interior brown stripe, exterior white, MoT

£69,500
~~£74,500~~

1989 (F) DAF SB2300 ATI CAETANO ALGARVE
ZF 6 speed Splitter gearbox, power door, integral side lockers, cutains, 53R seats, interior grey/brown, exterior white, MoT new

£69,500
~~£79,500~~

1989 (F) DAF SB2300 ATI CAETANO ALGARVE
ZF 6 speed Splitter gearbox, wheel discs, continental door, curtains, 53R seats, interior grey brown, exterior white, MoT new

£69,500
~~£79,500~~

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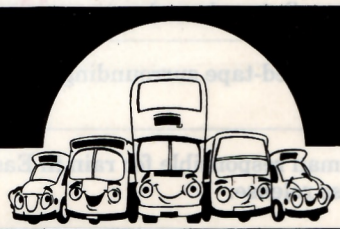

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■COACH

Durham operators accused of anti-competitive practice

DURHAM coach operators discussing prices at a Coach Operators Association meeting are left bewildered after accusations of anti-competitive practices.

A Durham County Council spokesman told *Coachmart* that a case would be presented to the Director General of Fair Trading, following advice from the external auditor.

Members of the Sunderland and East Durham COA have been told that the county council has received allegations that they could be contravening the terms of the 1985 Transport Act.

John Bell, of J C Bell & Sons, vice chairman of the COA, said: 'We've not done anything irregular. Everyone went to their accountants and found that prices have gone down by a great percentage.

'We have no agreement on prices. It's just that having discussed the state of the industry there was only one conclusion - prices should increase.'

The COA is seeking legal advice after the council's action, which followed the latest round of three-year education contracts.

Durham: operators deny doing anything irregular.

Said the council spokesman: 'We are not satisfied that we are getting value for money. Consequently, a small number of contracts have been put out in a re-tendering exercise. We feel we have no alternative if we are to satisfy the auditors.'

■FERRY

Invicta helps Stena Line

SEALINK Stena Line says Dover-Calais sailings have stabilised thanks to the replacement of Stena Cambria with the bigger Stena Invicta, and the introduction of a new freighter.

Despite the continuing French seamen's strike at Calais, the ferry company said it was coping with demand during its busiest period.

'Our ships are getting in to Calais, but the French ships are not getting out,' explained a spokesman.

'It was impossible to predict ferry cancellations a while ago, but now we know we cannot provide these sailings, we can handle the traffic.'

He said the 8,000 tonne Cambria was now on the Irish Sea - where demand is higher than ever - and the Invicta, at 19,000 tonnes, was more than capable of handling passenger loadings. Much of the freight had been shifted on to the new Stena Challenger releasing space for coaches on the car decks.

● French seamen were this week due to meet their Government ministers in a bid to break the deadlock.

■LONDON PARKING

Met warns of road closures

DURING the state visit of the President of Egypt to London on Tuesday, July 23, the Metropolitan Police will close roads on the route from Victoria Station to Buckingham Palace.

The following roads are closed from 11.30 am: Victoria one-way system, Victoria Street, Parliament Square, Whitehall (at 12.15 pm) and The Mall. Coach meters in Tothill Street and Embankment (between Bridge Street and Northumberland Avenue) will be suspended from 6.30 pm on July 22 to 2 pm on July 23. Waiting and loading/unloading will also be restricted.

■COACH

Transport Secretary has first BCC talks

THE Bus and Coach Council has had its first meeting with Secretary of State for Transport, Malcolm Rifkind.

A spokesman for the BCC says the meeting was the first opportunity for its officials - including director general Veronica Palmer, president John Owen and David Smith, soon to take over from Mr Owen, to give the industry's views to Mr Rifkind.

'It was a very relaxed meeting,' said the spokesman.

'Mr Rifkind showed himself to be extremely well briefed, and showed a real commitment and recognition of the key issues and the role of buses.

'We are hopeful of his commitment to solving some of the main problems.'

Also present at the meeting were senior Government officials and Public Transport Minister, Roger Freeman.

Veronica Palmer: was at the Rifkind meeting.

■PEOPLE

Eric's Royal appointment

ERIC Parkin, of Thornton Dale Coaches, North Yorkshire, was among the guests at a Buckingham Palace garden party last week.

His invitation - in recognition of his service to the bus and coach industry - comes during his third term as chairman of the BCC's North Yorkshire and Humberside regional.

Mr Parkin said: 'What made it an even more memorable day was meeting the Duchess of Kent who comes from North Yorkshire.'

BRIEFS

● LUCAS, the leading auto-electrical supplier, has geared itself to capture a major slice of the increasingly important PSV electronics market.

Within months of adding 'Lucas Service Electronics' to its range of services for the coach industry, Lucas claims to be leading the field.

From August local branches will quote for the repair of all automatic transmission equipment, Wayfarer ticket machines, ballast units, regulators, flasher units and other bus and coach electronic devices.

● LONDON'S third airport at Stansted is to get a new coach service from the capital.

Operated by London Buses the new Airbus service will link the West End with the Essex airport's passenger terminal using specially adapted double-deck buses.

● TWO new recorded message services are now available for customers from the Vehicle Inspectorate's Welcombe House Office in Swansea.

The first machine operates after-hours and provides information on the cost of HGV tests, opening hours of Welcombe House and details about the pre-funding scheme.

The number to call for this service is 0792 458888.

The second message gives information about the issue of MOT certificates, up-to-date prices, and turnaround times. For this service ring: 0792 456154.

● DISTINCTIVE Systems of York has released a small-operator computer programme which can handle bookings, private hire, contracts, quotations, confirmation leters, work tickets and invoices.

The £695 software runs on any IBM compatible machine with hard disk drive, and can be linked to Sage accounting software for another £50.

■SBG SELL-OFF

Stagecoach wins Fife Scottish

THE tug-of-war between Stagecoach and Fife Scottish's buyout company, Henjac, has ended with Stagecoach the winner.

The fragmented Henjac team admitted defeat after a judge turned down its petition to order the Secretary of State for Scotland to reconsider its bid for the company - reckoned to the the most profitable in the SBG group.

The saga started in late May when an announcement that Stagecoach was to be offered the company was delayed at the eleventh hour. Three Labour MPs in Fife had made a representation that Henjac had submitted a last-minute bid equalling Stagecoach's rumoured £9 million offer.

The Scottish Office reconsidered but soon announced that Fife was to become Stagecoach's company after all.

Henjac had not given up, and successfully sought a judicial review, which went ahead despite the dramatic resignation of three of its senior managers including managing director, Derek Stuart.

At last week's hearing, Lord Coulsfield decided that Henjac had failed to establish any grounds for instructing Scottish Secretary, Ian Laing, to reconsider the two offers.

He said full reasons for refusing the petition would be given later in writing.

Transport and General Workers' Union shop steward, John Nicholl, said: 'We got a good and fair hearing from the judge. We certainly can't say that of Ian Laing. The last hurdle was just one too many.'

Stagecoach chairman, Brian Souter, said his company's position had been totally vindicated and it would now be completing the purchase. Staff would have the same pay and conditions but with a better pension package.

■EMPLOYMENT

London Forest action spreads

A CRIPPLING strike at London Bus subsidiary London Forest was being supported by union members throughout the company last week.

The dispute arose after London Forest made efforts to introduce new pay and working conditions at its Walthamstow garage but the furore has spread to the three other London Forest depots.

Managing director of London Forest, Tom Young, told *Coachmart* that an increase in working hours from 37 to 48 with no extra pay was essential if the firm was to work its 'en bloc' tender accepted earlier this year.

He said he had asked union leaders to have an input when the bid for Walthamstow's 11 basic routes was made.

'They declined to be involved,' he said.

As a result, the company had entered a competitive bid and won, and now warns employees that their jobs may be on the line if they do not accept conditions which he says reflect London Bus pay rates.

'The union are telling members that, if the tender goes elsewhere, they can start work for an independent company,' he said.

'I warn them that there may not be jobs for them all.

'We have been far more generous than our competitors. All the Norbiton and Harrow work went to independent companies. The Westlink work was lost to private operators.'

Already, he said, emergency arrangements have put independents' buses on LF work.

'Our fear is for the jobs of our employees,' Mr Young told *Coachmart*.

■PRIVATISATION

Hedingham: interested in Colchester Borough Transport.

Hedingham stakes a claim

THE Tory promise to return remaining municipal transport companies to private ownership encouraged Hedingham & District managing director, Donald MacGregor, to stake a claim for ailing Colchester Borough Transport.

Colchester is set to announce redundancies to stave off losses. Talks with the workforce could lead to a loss of eight or nine staff drawn from middle management, drivers and fitters.

Nevertheless Mr MacGregor was not discouraged should local Conservatives take up the privatisation policy.

He told *Coachmart:* 'If that was the case we would be interested.'

However, he had to put his plans on the back-burner when the Liberal Democrats retained power at the town hall.

Hedingham has grown by recent acquisition to a fleet of 90 vehicles - 30 more than Colchester. Last April it bought the country's oldest operator - Norfolks of Nayland - and earlier took-over the coach activities of Kemps in Clacton.

Colchester's small coaching arm, CBT Coachways, is doing well despite the recession, according to manager Alan Boswick.

Coachways employs seven staff and four coaches on own tours and excursions. Two Ikarus/Volvos and a pair of Javelins are supplemented by two coach-seated Olympians from the bus fleet.

■TAKEOVER

Bakers Coaches moves in for Barnes

A TAKEOVER in the heat of the summer season has gone smoothly for the Bridgwater base of Bakers Coaches of Weston-super-Mare.

Bakers bought Barnes Coaches of Puriton just as the holiday season reached full swing but has managed to dovetail the nine-vehicle fleet into its own without fuss, said operations director, Michael Warnock-Smith.

Old established firm Barnes - which retains its Aldbourne base near Marlborough - sold all contracts and eight Bedfords and a Mercedes 21-seater to Bakers, boosting the company's current fleet size to 76 vehicles. The premises remain in Barnes' ownership.

Staff also changed companies.

Barnes' operating manager, David Ainsworth, moves over to Bridgwater as depot manager and one of the Barnes fitters has also gone with him.

Only one of the Bedfords and the minibus are being reliveried in Bakers' colours.

The others were considered to be 'too elderly' to warrant the expense.

■COACH

Rumours over future of Tenby Coaches

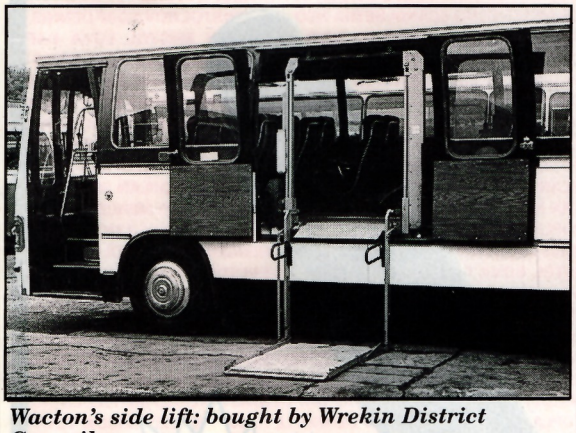
TENBY Coaches of Dyfed has lost two of its contracts to Pembroke Dock-based Silcox amid rumours of insolvency.

A local newspaper said the firm was in liquidation, though liquidators have yet to be appointed, and a finance company has removed some vehicles which were on hire purchase to Tenby Coaches.

Tenby Coaches: lost contracts to Silcox.

Proprietor of the firm, Tony Dowler, was not available for comment when *Coachmart* went to press this week.

■WELFARE



Wacton's side lift: bought by Wrekin District Council.

Wacton launches lift

WACTON Coach Sales of Bromyard is offering a cost effective side lift option on used coaches.

The first vehicle, an X-registered Ford/Duple, was supplied to Wrekin District Council after a £15,000 refurbishment and the transfer of the wheelchair lift from an old Bedford NJM coach.

The package includes a new PSV test, making side doors and fittings, re-panelling, respray in all-over white with matt black reliefs and interior valet.

Said Martin Perry of Wacton: 'It offers a relatively up-to-date vehicle at a fraction of the cost of a new purpose-built coach.'

■BUS SALE

Northern sells Renault

NORTHERN Counties has sold the Renault PR100:2 single decker which won first prize in the International Coachwork Competition at the 1988 Motor Show.

The ex-demonstrator has gone to Hornsby Travel of Scunthorpe after being used by Counties to try and generate sales in the depressed bus market.

The 48-seat vehicle has Diptac features for Humberside County Council tendered services. It will work a 7 am to 7 pm village service six-days a week and the Scunthorpe to Hull route over the Humber Bridge on Sundays.

General manager, Ray Hornsby, said: 'We were looking for something with about 50 seats and the council were pressing us to introduce a vehicle with Diptac.

Renault: finally sold.

'With the bus doing 60,000 miles a year it was important that we had something reliable.

'The Renault came up at a very attractive price and Renault has given us a 12 months guarantee. If the market had been right I'm sure they would have sold more.'

● See story page 10.

■BRIEFS

● GARAGE and workshop equipment from around Europe will be on display at the Garage '92 exhibition in Utrecht on May 6 to 9 next year.

Staged at the Irenehal 1 of the Jaarbeurs, the show will show off the latest technology for both car and heavy vehicle fitters.

Organisers are RAI, Tel:010 31 20 549 1212, Fax: 010 31 20 646 4469.

● THE 1,000th Beaver built at the Plaxton group's Reeve Burgess factory in Chesterfield has joined South Yorkshire Transport. SYT is taking 39 Beavers to bring the number of Reeve Burgess midibuses in its fleet up to 220.

● GARY WINN, who was 18 on May 15, 1991, passed the new badgeless PCV driving test on July 2 in a 1989 Dennis Javelin low-driver Plaxton 3200 belonging to the family business of Winn Brothers from Brompton near Northallerton.

He is serving his time as an apprentice technician with Crossroads Commercials, Thirsk.

● MERCEDES-Benz has appointed Downham Market dealer Jim Russell as its Norfolk commercial vehicle franchise, with centres at Downham Market and Norwich. The new company is Jim Russell Commercials.

● *THE Daily Mail* this week tested out five London open-toppers to see how they stacked up.

London Coaches, Frames Rickards, Harrods' Luxury Sightseeing Tours, London Sightseeing and Evan Evans Tours were featured in Saturday's paper.

● ADRIAN Mitchell has been appointed works manager at Brighton Borough Transport at its Lewes Road headquarters.

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■TRAINING

Training school chief blames Government for loss of work

THE boss of a leading South-East driver training school is blaming the Government's new executive agencies for a slump in business.

Graham Bailey, of Bailey Bus PSV Training in Purley, Surrey, said: 'Driving schools and coach operators risk going down the pan because it can take eight weeks to train new drivers.

'I have had at least 35 enquiries for training since April 1, but because of the DVLA and DSA I have only worked 23 days.'

Spokesmen for the Driver and Vehicle Licensing Agency (DVLA) and the Driving Standards Agency (DSA) claim that changes to agency status mean a business like approach. The DVLA aims to process licence applications in nine working days and the DSA has reduced the cancellation period for PCV tests to five working days.

Mr Bailey claims the move of bus and coach driver licensing to the DVLA at Swansea from local traffic offices has forced delays in getting new recruits on the road.

Car drivers wanting category D entitlement to drive a bus or coach must first take a medical and obtain a provisional licence before getting behind the wheel. Said Mr Bailey: 'I've got one applicant who has been waiting nine weeks, and another - a New Zealander - applied on June 9, but still hasn't heard from the DVLA.

'Now that everything is going through Swansea they obviously can't cope.'

A DVLA spokesperson said the time taken to clear provisional vocational licences (LGV and PCV) was being monitored and the DVLA wished to improve.

PCV driving tests: cancellation period reduced to five working days.

Applicants for a truck (category C) or bus/coach (category D) licence are advised to get it right first time. A D2 form can be obtained from the local traffic office, local vehicle registration office, or DVLA Driver Enquiry Unit at Swansea.

'When sending in the application the DTp 20003 medical form, a £5 fee and the ordinary car licence must be included, otherwise the process will have to start again,' said the spokesperson.

'The post code is crucial. SA99 1BR gives vocational licence applications priority. Leave it off and you risk delay.'

Mr Bailey said that applications for a test date presented another hurdle.

'Before the DSA was formed in April 1990 it was possible to work together with the staff at the local office.

'Now the same staff are inflexible when it comes to cancellations and postponements. They insist on five working days notice which results in people losing their test fees.

'They even include the Queen's Birthday as a working day.'

The DSA defended its position. 'We need a minimum period for impersonation and security purposes.

'There have been irregularities in the past with the block booking code and regional managers are reminding people that although the code allows training organisations to book 28 days ahead, they must name the candidate three days before the test.'

■FERRY

P&O reports June passenger record

CROSS channel ferry company, P&O, reports new June passenger records thanks to a five percent increase in tourist loadings.

May figures for tourist vehicle carryings rose 12 percent and the figure for all carryings last month rose to 1.25 million passengers. Now, P&O says it is on target to beat last year's 12 million passenger record.

Two million vehicles came through P&O's eight routes to the Continent and Ireland in 1990.

■SERVICES

Rank's new services

RANK Motorway Services opens its £7.9 million Penllergaer services area on the M4 on August 5.

The Swansea stop is run by 100 full-time and part-time staff, who man a Texaco filling station, self-serve and fast-food restaurants, Supershop, 50-bed Rank Motor Lodge, plus all the usual facilities including a fax.

■COACH

Skills' blaze causes £250,000 damage

A BLAZE at Nottingham operator Skills destroyed around £250,000-worth of property including two vehicles.

The fire started while fitter Barry Tugby worked on a suspected oil leak on a MB200 Plaxton 3200, through one of the floor panels.

The engine suddenly flared up, burning Mr Tugby's arms, and he fled the building to raise the alarm.

'The place went up so quickly,' Nigel Skill told *Coachmart*.

'The response from the fire service was almost instantaneous and they managed to save the office and garage.'

Lost in the fire - which began at around 10.15 pm - were the coach and a Mercedes 811D minibus along with the complete brick and steel workshop building, which was being demolished last week.

Despite the severity of the blaze, Skills managed to carry on business as normal.

'What is particularly annoying is that the Mercedes 811D was up for sale in *Coachmart* this week, and I've just had a 'phone enquiry for it!,' quipped Mr Skill.

■NEW VEHICLE

Optare's newcomer adds style to double-deck market

OPTARE promises to take the UK double-deck market by storm with its eagerly awaited MCW-based vehicle.

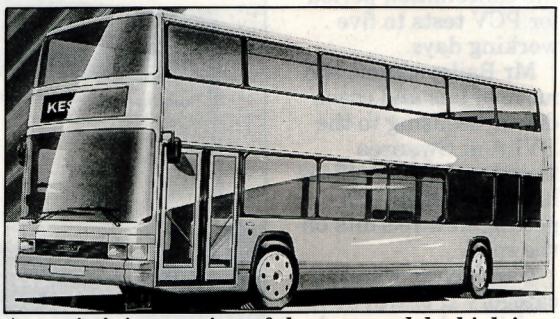
The 81-seater, on a DAF bus underframe and code-named DB250, is developed from the MCW Metrobus design which was purchased two years ago.

Production of the first batch of vehicles is underway at Leeds, but Optare is tight-lipped about advance orders. The first public appearance is planned for the October BCC show.

The newcomer has so much in common with Optare's outstanding Delta and Vecta single-deck designs, that it can no longer be considered a re-engineered Metrobus. It has Vecta-type upright front screen/lower-panels and uses the acclaimed Alusuisse long-life body structure first introduced by Optare for its award winning Delta.

The front of the 'decker underframe uses common components with the SB220 Delta, but the radiator is in the rear engine compartment along with vertical transverse low-emission 268 bhp DAF engine.

A choice of ZF or Voith gearboxes provides models suitable for city, interurban or intercity applications. A low frame height allows flat floor and low entrance with either 13ft 8in (4.17-metre) or 14ft 2in (4.32-metre) height options.



An artist's impression of the new model which is to be launched at October's BCC Show.

Optare claims class-leading entrance width that is up to seven inches better than other 'deckers on the market.

A Diptac package is standard and the 10-metre bus offers more legroom and deeper windows.

As a joint Optare/DAF development, the yet to be named 'decker will be sold direct by Optare under the United Bus banner as an exclusive product.

Optare hopes the DB250 will follow the success of the Delta which has 25 percent of the UK single-deck bus market. The Leeds manufacturer now has a range with capacities of 20 to almost 100 passengers and currently claims to have a full order book.

Production at the Crossgates factory is being re-organised to accommodate additional capacity for mainstream 'decker production from March 1992.

■TAKEOVER

Northern Counties buyer is expected

THERE is growing optimism that a buyer will be found for Wigan coach-builder, Northern Counties.

Administrative receivers, Grant Thornton, has called a creditors' meeting for July 30 to seek approval for the next move. Favourite is authorisation to complete a sale to an unannounced buyer.

Grant Thornton's Gordon Craig said: 'There has been interest from a number of potential buyers, but the creditors must be informed of our proposals.'

He confirmed that orders were being taken and the firm's reduced workforce of 110 was active completing bus refurbishment work and building airport crash tenders.

It hopes to re-establish its core business by tendering for new double-deck contracts.

■NEW VEHICLE

Volvo's new bus concept

VOLVO exhibited a new low-floor bus concept at Stockholm's UITP conference... and will have it tested by the end of the year.

The design - with twin front and rear axles - uses small wheels to achieve the lower floor, seating eight passengers directly above the wheelarches without the need for a raised level. Because there is little wheel arch intrusion, the gangway width can be increased, says Volvo.

The company also showed off plans for a new, electronically controlled engine.

The new engine has a built-in cruise control, engine speed control, speed limiter, monitors itself on the run to warn of potential engine failure, and has cleaner burn with multiple injectors.

Volvo bus: small wheels give wider gangway.

The engines - with Electronic Diesel Control (EDC) - are expected next year.

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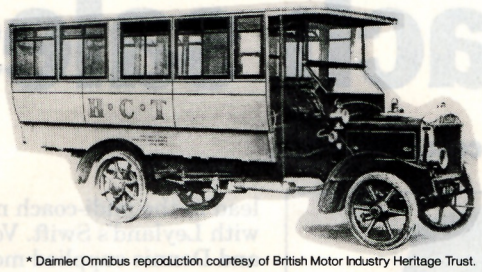

* Daimler Omnibus reproduction courtesy of British Motor Industry Heritage Trust.

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The slide in coach sales

Paul Heels analyses the level of 1990 UK coach deliveries.

LAST year saw UK coach sales drop by more than a fifth. With a further decline likely in 1991, coach builders and dealers are probably facing the most difficult trading conditions of recent decades. High interest rates have greatly increased the cost of financing new coach purchases, while the recession means declining consumer spending is likely to depress the demand for coach travel anyway.

The analysis shows that it was among the smaller operators that the problems were being felt most acutely. Their purchases were down by a third, while the larger operators actually bought slightly more coaches.

The market share taken by foreign chassis continued its inexorable rise, reaching 79 percent. This is largely due to the overwhelming success of Volvo's B10M in the market - it showed another significant increase to reach 43 percent. Larger operators in particular favour this model - some 64 percent of their purchases were from Volvo, with Parks and Wallace Arnold together buying more than 100 vehicles. Of course Volvo and Plaxton's sales have been enhanced by the choice of Expressliner as the standard coach for National Express contractors.

Volvo: overwhelming success; Ikarus: sales declining sharply.

However VL's total market share, taking into account Leyland sales, showed little change at around 53 percent. Custom for Leyland's Tiger continues to decline, falling by a quarter to below 100.

Although DAF continues to hold second place in the market, its sales fell by over 30 percent, leading to a continuing decline in its market share. The swing towards DAF's rear-engined SB model continued as it outsold its mid-engined MB model by roughly three to one.

Sales of the Dennis Javelin were down by around a third, not surprisingly, as this model's sales tend to be concentrated among the smaller operators.

One of only two manufacturers to record a substantial increase in sales in 1991 was Scania, which experienced a near 20 percent increase to return to the level achieved in 1988, thereby advancing its market share substantially.

The other manufacturer pushing up its sales was MAN. This was achieved by virtue of introducing its midi coach, the MAN 10.180, onto the UK market, which gained sales of almost 20 in its first year, allowing it to share the lead in the midi-coach market with Leyland's Swift. Volvo and Dennis supplied most of the remaining midi coaches on shortened versions of the B10M and Javelin chassis respectively.

Sales of Bova's Futura model held up quite well in the declining market, but sales of the Yugoslavian-built TAZ Dubrava, introduced onto the UK market in 1989, slumped badly. The other Yugoslavian import recently introduced, the Sanos Ensign Charisma, seems to have made little progress. Likewise sales of the real 0303 remained stable at a very modest level.

Sales of LAG's integral coaches showed a sharp decline from the last couple of years, despite the introduction of the Eos to replace the Panoramic during the year. Whether the acquisition of LAG by Van Hool will help improve sales remains to be seen. Sales of the original Van Hool integral coaches, although showing an increase in 1990, remain very modest.

German-built Setra and Neoplan coaches continue to be imported in small numbers. Almost all the Neoplans were double deckers. Not suprisingly, bearing in mind their high cost, few new double deck coaches are now being purchased. Apart from the Neoplans, the remaining double deckers were supplied by DAF and Scania.

Finally, small numbers of Duple's 425 integral model were placed in service.

Turning to bodywork, there was some evidence in 1990 that the flood of imports was being stemmed as the market share for imports showed a small drop. At the end of 1989, Plaxton had, of course, taken over Duple, thereby leaving it as the only significant UK coach manufacturer. A stockpile of more than 100 Duple-built coaches remained to be sold in 1990. It would appear that most former Duple customers must have turned to Plaxton's products for their needs, as

COACH BODYWORK

Manufacturer	Number delivered		% of total	
	1989	1990	1989	1990
Alexander	-	16	-	1.5
Berkhof	-	8	-	0.7
Bova	57	49	4.2	4.5
Caetano	66	56	4.9	5.2
Duple	208	109	15.4	10.1
Ikarus	25	9	1.8	0.8
Jonckheere	67	77	4.9	7.1
LAG	38	22	2.8	2.0
Mercedes-Benz	13	4	1.0	0.4
Neoplan	13	13	1.0	1.2
Plaxton	495	486	36.6	45.1
Reeve Burgess	27	12	2.0	1.1
Sanoa	9	7	0.7	0.6
Setra	21	18	1.6	1.7
TAZ	50	14	3.7	1.3
Van Hool	243	173	17.9	16.0
Others	22	5	1.6	0.5
TOTAL	1354	1078		
Imports	611	455	45.1	42.2
Double deckers	30	21	4.1	1.9

Plaxton enjoyed a very substantial rise in its market share, with overall sales showing very little change despite a declining market. Towards the end of 1990, Plaxton added the Duple-designed 321 to its range. As a result of the Duple takeover, Plaxton must be hoping for a market share in excess of 50 percent in 1991. Plaxton probably benefitted in 1990 from the fact that its sales tend to be concentrated among larger operators, to whom it supplied 300 coaches, more than 70 percent of the total. Parks, Shearings and Wallace Arnold each bought more than 50 Plaxton-bodied coaches.

Van Hool remains the leading importer although sales were down by nearly 30 percent leading to a small loss in market share.

One of the other well established importers, Jonckheere, managed to buck the trend and show a modest increase in sales, allowing it to more than regain the market share it had lost in 1989. Caetano, one of the first importers to enter the UK market in the late 1960s, managed to hold on to its five percent market share in 1990.

Ikarus bodywork, built in Hungary, fared less well, with sales declining sharply down to a very modest level. Berkhof, which sought to return to the UK market after a brief absence, failed to achieve a significant breakthrough.

Most of the remaining imported coachwork came in the form of integral vehicles, supplied as complete vehicles by the chassis manufacturer. Such vehicles are mainly purchased by smaller operators, so not surprisingly, sales slumped by more than a third from the 1989 figure of over 200. In 1990, Bova was the leading contender in this field.

Finally, returning to domestic bodybuilders, Alexanders' Belfast factory produced a batch of coaches on Tiger chassis for Ulsterbus, while Plaxton's Reeve Burgess subsidiary was responsible for bodying most of the Swifts built.

COACH CHASSIS

Manufacturer	Number delivered		% of total	
	1989	1990	1989	1990
Bova	57	49	4.2	4.5
DAF	183	126	13.5	11.7
Dennis	148	101	10.9	9.4
Duple	27	18	2.0	1.7
LAG	38	22	2.8	2.0
Leyland	175	110	12.9	10.2
MAN	9	26	0.7	2.4
Mercedes-Benz	13	13	1.0	1.2
Neoplan	13	13	1.0	1.2
Sanos	9	7	0.7	0.6
Scania	68	82	5.0	7.6
Setra	21	18	1.6	1.7
TAZ	50	14	3.7	1.3
Van Hool	4	12	0.3	1.1
Volvo	539	467	39.8	43.3
TOTAL	1354	1078		
Imports	1016	849	75.0	78.8
Midi coach+	72	52	5.3	4.8
Public sector	57	55	4.2	5.1
Large private sector	394	425	29.1	39.4
Small private sector*	903	598	66.7	55.5

Source: PSV Circle

Notes: 1. Includes all models with a maximum seating capacity of 35 or more; 2. Late recording of deliveries by the PSV Circle means that these figures understate deliveries by between 2 and 3 percent.
+ Midi coaches are vehicles less than 11 metres long.
*** Small private sector operators are those with fleets of less than 50 PSVs.**

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DAF

1987 (D) SB2300 – DUPLE 340, 57 recliners, power door, provision for toilet, continental door.

1986 (D) SB 2300 – CAETANO ALGARVE, 49/53 seats, centre toilet, continental door, Webasto, boiler, berth, boxed/wired for video.

1986 (C) BOVA FUTURA FLD, 53 recliners, double glazed, power door, courier seat.

1986 (C) SB2300 – LAG GALAXY, 53 recliners, courier seat, power door, continental door.

1984 (B) MB 200 DKFL – DUPLE LASER II, 53 seats, power door, wheel discs, Telma.

1984 (A) DAF – BOVA CALYPSO, 53 recliners, power door, tinted windows.

1983 (Y) DAF – BOVA EUROPA II, 47 recliners, courier seat, rear toilet, continental door, Webasto, wired for video.

1983 (PP) DAF DKTL – ALPHA GT, 53 recliners, power door, curtains.

1982 (PP) DAF – BOVA EUROPA II, 52 recliners, power door, radio.

1981 (W) DAF – BOVA EUROPA, 53 seats, power door, tinted windows.

VOLVO

1986 (C) B10M – CAETANO ALGARVE, 49/53 recliners, centre demountable toilet, continental door, low driver facility.

1980 (V) B58 – (S/AUTO) DUPLE DOMINANT II EXP, 53 seats, power door, tinted windows.

1980 (V) B58 – DUPLE DOM II EXP, 53 seats, power door, tinted windows.

MERCEDES/MAN

1983 (PP) 0303 JONCKHEERE P50, 49 recliners, centre toilet, continental door, double glazed, courier seat, fridge.

1983 (Y) 0303 JONCKHEERE BERMUDA, 49 recliners, power door, saloon toilet, wardrobe.

1982 (PP) 0303 JONCKHEERE BERMUDA, 49 recliners, centre toilet, continental door, berth, courier seat.

1982 (PP) MAN – VAN HOOL ACRON, 49 recliners, centre toilet, centre door, drinks fridge.

SCANIA

1986 (C) K112 – BERKHOF ESPRITE, 53 Vogel seats, power door, courier seat, Webasto, Telma.

LEYLAND/AEC

1987 (E) TIGER (CUMMINS) – DUPLE 340, 53 recliners, courier seat, rear sunken toilet, continental door, double glazed, power door, boxed/wired for video, Telma.

1987 (D) TIGER 260 – DUPLE 320, 48 recliners, rear saloon mounted toilet, servery.

1983 (Y) TIGER 245 S/A – DUPLE DOM IV EXP, 53 seats, power doors, SBG front end.

1983 (Y) AEC 760 S/A – PLAXTON SUPREME V, 45 recliners, Bristol Dome.

1982 (X) LEOPARD ZF – DUPLE DOMINANT II, 53 seats, Bristol Dome.

1981 (W) LEOPARD ZF – DOMINANT III, 57 seats, power door.

1981 (PP) LEOPARD S/A – PLAXTON SUPREME IV. 50 recliners, power door, Telma.

BEDFORD

1987 (D) YNV – CAETANO ALGARVE, 57 seats, power door, wheel trims.

1986 (C) YNV – PARAMOUNT 3200, 52 seats, toilet, servery, boxed/wired for video.

1985 (C) YNV – CAETANO ALGARVE, 53 recliners, power door, continental door, tinted windows.

1981 (W) YMT – DOMINANT IV, 53 seats, power door, radio/PA.

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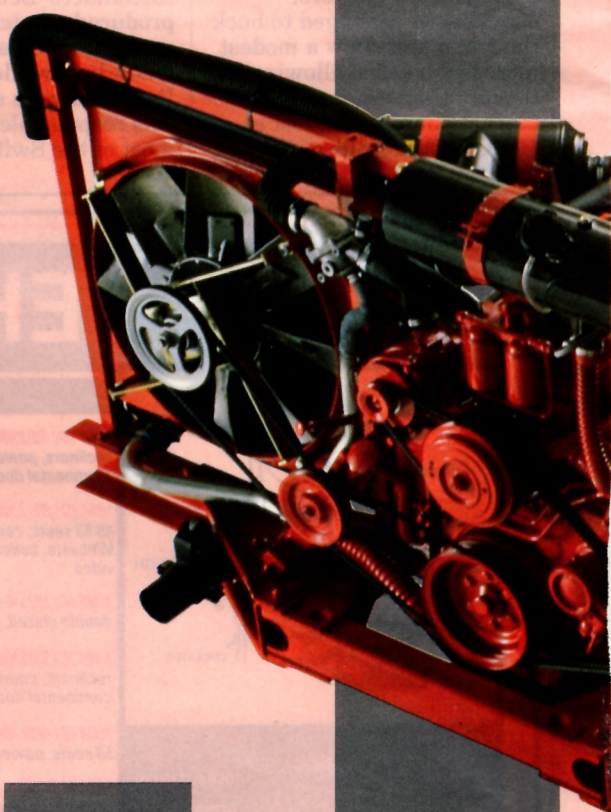

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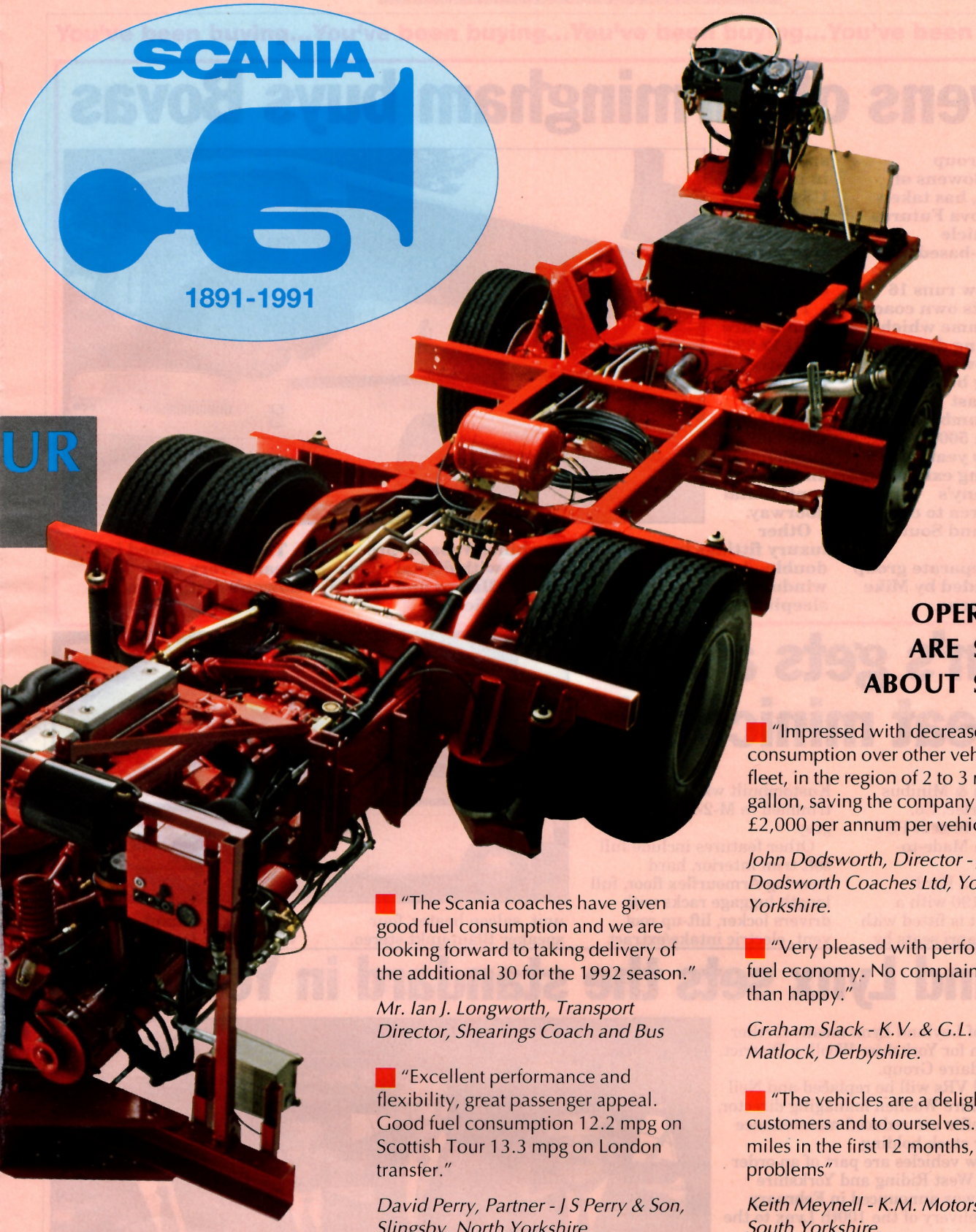

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Bowens of Birmingham buys Bovas

MOSELEY Group subsidiary, Bowens of Birmingham, has taken three new Bova Futuras for its 37-vehicle Birmingham-based operation.

Bowens now runs 16 Futuras on its own coach tour programme which joint managing director, Peter Meadows, says has seen nothing but growth during the past 10 years. Passenger numbers have jumped from 500 in 1981 to 25,000 this year with a corresponding extension of the company's catchment area to cover Merseyside and South Wales.

In a new separate group division, headed by Mike Stevens, Bowens specialises in in-bound US tourists. Tour packages are sold to other coach operators.

The new coaches are FHD 12.290 12-metre models with a 49-seat specification with centre sunken toilet and continental doorway.

Other luxury fittings include double-glazed side windows, driver's sleeping berth, drinks machine, Webasto pre-heater with digital timer, DE headlamps and Tempo 100 certification.

They are finished in cream livery with Bowen's distinctive signwriting.

Collin's gets a new 16-seat minicoach

COLLIN'S Taxi & Minibus Service at Peterlee, Co. Durham, has a 16-seat PSV minicoach from Made-to-Measure.

It is based on a Ford Transit model 190 with a diesel engine. It is fitted with 16 high-back Capri seats by Kustombuilt which are trimmed in M-2-M red and grey.

Other features include full soft trim interior, hard wearing Armourflex floor, full length luggage racks with drivers locker, lift-up roof vent, electric intake/extract unit, saloon heater, four speaker Blaupunkt stereo, decorative curtains, tinted windows and wheel trims.

Leyland Lynx sets the standard in Yorkshire

A NEW batch of Leyland Lynx means further standardisation for Yorkshire Woollen District, part of the Caldaire Group.

Older Bristol VRs will be replaced and Neil Hoskins, Yorkshire Woollen managing director, claims the benefits are reduced maintenance costs and lower stock holding.

The three new vehicles are part of an order for 29 Lynx for West Riding and Yorkshire Woollen which was announced in February following the delivery of the 100th Lynx to the Caldaire Group.

Yorkshire Woollen is the largest bus operator in the Dewsbury and Spen Valley areas and has already purchased 37 Lynx over the past four years.

Pictured at the handover of three of 12 Lynx IIs to Yorkshire Woollen are (left to right): Neil Hoskins, managing director of Yorkshire Woollen, Ken Hodgson, chairman of Caldaire Holdings, Mike Ball, of Volvo Bus, and Vernon Barfoot, fleet engineer for Yorkshire Woollen.

You've been buying...You've been buying...You've been buying...You've been buying...

Stotts Tours goes strong on Tiger

THE latest coach to join the 32-strong bus and coach fleet of Stotts Tours (Oldham) is a seven-year-old Leyland Tiger/Plaxton with unusual low-driver Paramount 3200.

Director, Alan Stott, told *Coachmart* that the company was looking for a Leyland and the 53-seater, which was previously owned by Hill's of Tredegar, was ideal for Stotts' excursion and private hire work.

Stotts runs the Tiger on Blackpool, North Wales and Yorkshire excursions.

Said Mr Stott: 'Business was slow to start with this year, but during the annual Oldham fortnight things went well.'

Mr Stott is concerned that Oldham's traditional weeks are under threat from changes in local school holidays proposed for 1992. 'It's one time of the year when we know everything is going to be out,' he said.

Frodingham Coaches knows quality

ALAN Wilkinson, managing director of Frodingham Coaches, believes that high quality service is the priority for his young company if it is to succeed against more established competitors.

As part of that commitment Frodingham has a new Mercedes-Benz 811D extended chassis cowl fitted with Europa Enterprise bodywork seating 31 passengers.

The vehicle was bought for tendered services, including the Hustler Road town service in Bridlington, North Humberside, and an early morning rail replacement service to Scarborough.

Said Mr Wilkinson: 'The Europa is a good vehicle and Humberside County Council is insisting on a specification which should encourage people back on to the buses.'

The Enterprise has full soft trim interior, luggage racks and tinted windows.

It has been modified to meet the Diptac standards required by the county council and is finished in a very effective livery using blue and grey vinyls produced by Phil Barmby of the Sign Centre, Goole.

Frodingham Coaches started business two-and-a-half-years ago from the village of North Frodingham near Driffield.

Mr Wilkinson said: 'It was very easy to criticise other operators from the outside, and the time comes when you have to put your money where your mouth is.'

There are no immediate plans to expand to the present scale of the company's operation with one bus on local service and two coaches on private hire and British tours.

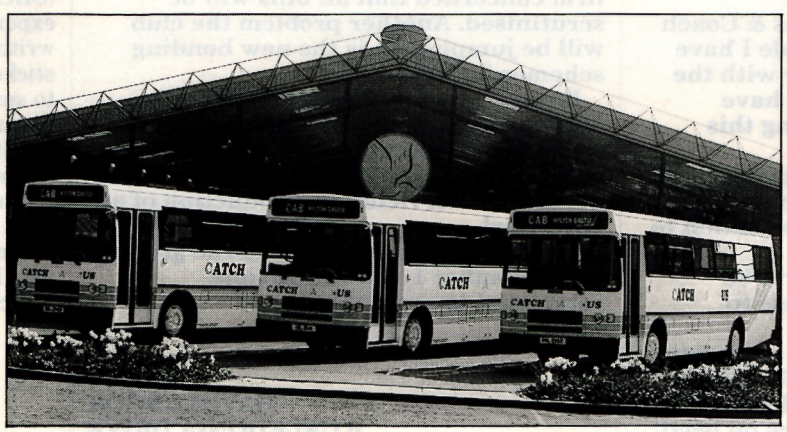
Leyland catches a sale

FOUR new buses for Hylton Castle's 'Catch A Bus' operation are Leyland Leopards rebodied with Plaxton Derwent bus bodies.

The buses are based on 1977 11-metre chassis and in their new role are fitted with Purmo heating, luggage pen and 51 seats.

There is provision for 16 standees.

Hylton Castle has had the vehicles finished in the CAB livery of red, orange and yellow stripes on a white base for local services in the Tyne and Wear area.



Pennine modernises

ONE of many small operators to be picking-up used Leyland Nationals for local service work is Pennine Blue of Dukinfield, Cheshire.

A trio of 36-seat Nationals from London Buses has helped the company modernise its Tameside, Greater Manchester, fleet.

Photo: Eric Ogden

Not all quality claims are correct

From Geoff Bailey

SIR

I am writing on behalf of the SMMT/VRBA Quality Code Committee to bring to your attention our concern about claims being made about quality standards in the bodybuilding industry.

There have been several instances recently when bodybuilders advertising in the specialist press have made unsubstantiated claims to be manufacturing to BS5750 standards.

Such claims are difficult to prove or disprove and, whilst such advertising can be brought to the attention of the appropriate authorities, any action against offenders will take time.

The Quality Code, launched by the SMMT (Society of Motor Manufacturers and Traders) in 1987 and subsequently adopted by the VBRA (Vehicle Builders and Repairers Association), is intended to set quality standards for the bodybuilding industry.

To obtain membership of the code, a bodybuilder must obtain registration to BS5750 Part Two and the requirements of BSI Quality Assessment Schedule 352/161 and also meet the requirement of the SMMT/VBRA Customer Care Package.

In short, to be a member of the code, a bodybuilder must go beyond manufacturing to BS5750 QA Standards.

On June 30, there were 19 members of the Code with a further 30 companies working towards it.

The Quality Code was drawn up because the bodybuilding industry had a patchy record on quality and it was felt that standards needed to be set.

It would be a pity if the objectives of raising quality levels were undermined by possibly spurious claims on quality and a lack of understanding among customers about the Quality Code.

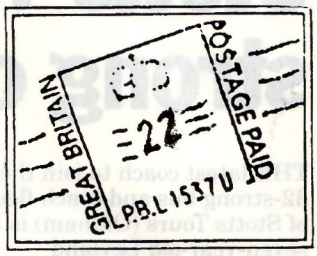
It has occurred to us, therefore, that it might be in your interests to request that an advertiser making claims to be using BS5750 should provide his registration number.

You might also like to mention in your editorial that buyers should ask for the number.

The Quality Code Committee is currently planning an advertising campaign in the specialist press to promote and widen customer understanding.

GEOFF BAILEY
CHAIRMAN
JOINT SMMT/VBRA
QUALITY CODE
COMMITTEE
FORBES HOUSE
HALKIN STREET
LONDON
SW1X 7DS

Send your letters to:
The editor, *Coachmart*,
EMAP Response
Publishing Ltd,
Wentworth House,
Wentworth Street,
Peterborough, PE1 1DS,
or by fax: 0733 62656



The editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Act now to get bonding scheme on the road

From David Crook

SIR

I do not want to knock the Bus & Coach Council, but many of the people I have spoken to have been unhappy with the response and non action they have experienced when approaching this body.

The sort of problems that have come to light have been extremely varied and needed an immediate action situation to be available.

The Owners/Drivers Club will be offering an immediate response to problems.

I have managed to get good rates for insurance plus no extra cost for Green Cards and easy to understand policies.

There will also be free advice on legal matters as well as advice on accounts and tax problems through a well respected company.

A new international rescue/tyre company has offered a maximum £35 call out fee - and I have made it clear to the firm concerned that all bills will be scrutinised. Another problem the club will be jumping on is the new bonding schemes for 1992.

It appears a lot of people will not be able to meet all the requirements - I understand that because I know I can't.

Several garages have also offered 15 percent off servicing on production of an ODC card.

I hope to get the scheme off the ground by September 1 and ask anyone interested to contact me.

DAVID CROOK
6 CALEDONIA DRIVE
HYTHE
SOUTHAMPTON
SO4 5UA

Association asks for help

From Mrs T M Knight

SIR

At a recent meeting of the South Eastern Coach Operators Association (SECOA) the problems experienced through the writing on speed limiter stickers fading from exposure to sunlight was again discussed.

With no solution forthcoming, it was felt that a letter published through your good offices may produce advice from other sources who have had similar difficulties.

MRS T M KNIGHT
SECRETARY
SECOA
HEATHLAND HOUSE
THE HEATH
APPLEDORE
KENT

The death of Michael Eggleton

From G A Smith

SIR

I am writing to inform *Coachmart* readers of the death of one of our senior drivers.

We regret to advise colleagues of the death, after a painful illness, of Michael Eggleton, a senior driver with Smiths Coaches of Tring.

Michael had worked for Smiths for several years, prior to this he was a 'Green Line' driver and then a traffic inspector with London Country.

His wife, Delia, also works for Smiths as a coach driver.

Mr Eggleton died on June 28, 1991.

G A SMITH
G A SMITHS COACHES
THE GARAGE
WIGGINGTON
TRING
HERTS
HP23 6EJ

London Central figures aren't correct

From D J Adie

SIR

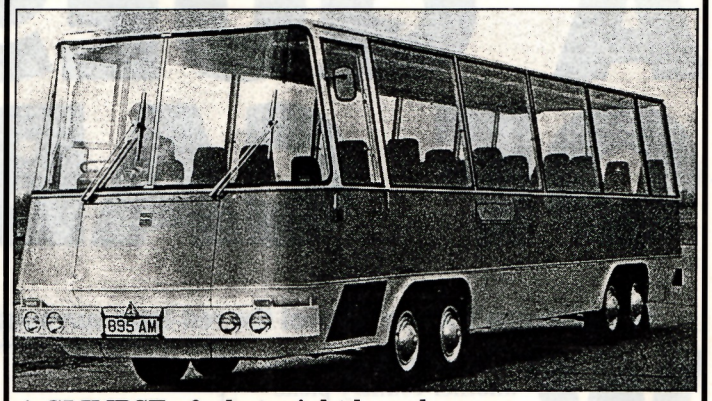
I note in your news section you report that London Central has turned losses of £1.4 million into a £3.3 million profit. Would that it were true!

Sadly, I think your decimal point has slipped one place to the left - £0.3 million is the accurate figure - enough to replace two of our 470 buses!

We are beginning to achieve targets but we still have some way to go!

D J ADIE
MANAGING DIRECTOR
LONDON CENTRAL
BUS COMPANY
OLD WARNER ROAD
CAMBERWELL
LONDON
SE5 9LU

Nostalgia Corner



A GLIMPSE of what might have been.

If this coach had ever gone into production it would surely have been a classic. Eight wheels on this wagon would have solved a number of design problems in one go.

Small wheels meant low step-height and low floor uncluttered by wheelarches. Four axles would have guaranteed stability - particularly in the event of the dreaded front tyre blow-out and the ride in this stylish special promised to be the best of them all.

If the Bedford VAL was good, then just think how much better this 1974 Moulton prototype could have been.

Des Reid, of Des's Coaches, Chesham, supplied the photograph, but he doesn't have any other details. Can someone help?

Letters to the editor please.

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A QUESTION OF CABOTAGE

Mike Morgan tries to unravel the red-tape surrounding the operation of foreign coaches in this country.

WHEN a coach run from another country picks-up business on your doorstep it raises the highly emotive subject of cabotage.

But what is this dreadful 'C' word? Is it legal?

If a transport service is provided by a non-resident of the UK then that may be cabotage. It is controlled, but only to a degree.

Should you want to use your vehicles in another EC country to take, say, a German or a French private hire group, then you might reasonably expect a reaction from the regional authorities. Yet we are threatened with the prospect of a French invasion *(Coachmart,* July 11, 1991), and at least one German company is stirring the mudded waters by operating for hire and reward on this side of the Channel.

Just to cloud the issue still further are expectations conjured-up by 1992 and all that. In theory, at least, New Year's Day 1993 should bring free movement and new business opportunities for all coach operators. However, there is no current agreement and other priorities may delay the glorious day as far as coach activities are concerned.

Meanwhile, what controls the operation of foreign coaches in the UK?

1993 should bring new opportunities.

In practice, operators are allowed to run between countries, but cannot carry passengers between two centres in a country where they are not registered.

You would expect the local traffic office and the Vehicle Inspectorate to take an interest. UK passengers on UK roads are entitled to expect the same degree of protection they get from our strict interpretation of UK rules. In practice the existing laws have some very grey areas.

Given time cabotage is likely to become part of the coaching routine and UK managers must have plans in the pipeline.

Following the collapse of A L Moore of Sleaford, Bremen Coach Holidays has taken on the sale of coach holidays to Germany.

Headed by former Moore man, Mike Jones, Bremen sells North German holidays in the South Lincolnshire press.

A typical seven-day tour costs £105, including Harwich to the Hook night crossings, half-board, and a Hartz or Berlin excursion.

Bremen has no coaches and does not have an O-licence. Because German coaches and drivers from B Janssen of Wittmund-Up-Dorf are used for the full tour, they are spared the heavy German tolls and our own road-fund taxes. Is this cabotage?

Not according to the Department of Transport traffic examiner who was called-in to monitor the situation at the end of last year.

Mike Jones explains: 'The ministry investigated, and after three hours found there was no problem as long as you stick to the rules.

'In fact they were very helpful, suggesting that I kept them informed of anything new I wanted to start.

'I'm only a booking agency and have nothing to do with the vehicles or the drivers. I can't do scheduled services or do work solely in the UK unless I hire-in UK drivers and coaches.

'All passengers are picked-up and dropped-off in one place - in fact all the holidays are paid for in Germany so that there is no risk of anyone losing money.'

Bremen denies any adverse reaction from local operators. 'It would be different if I bought my own coach and threatened to take business from them.'

Nevertheless the sight of Janssen coaches lifting UK passengers in Lincolnshire's sleepy market towns has prompted questions of the Cambridge traffic office and the BCC at Sardinia House.

Officials at Cambridge confirm that there is no offence - 'this is a closed door tour.'

The BCC referred to the ASOR agreement and takes the same view.

All international services within the EC (and some other countries) have been within the scope of ASOR since 1984. Details are on the back of the international waybill to help operators

BREMEN COACH HOLIDAYS
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All of our holidays h/b with private facilities, no extras to pay.
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TELEPHONE 0529 413668
or call in at
6 MARKET STREET, SLEAFORD
(above Social Club next to TSB Bank)

Bremen Coach Holidays: sold through the UK press.

identify the type of service being operated.

There are three services covered by the provisions:

- **A - closed-door tours**
- **B - going out laden and making the return empty**
- **C - making the outward journey unladen and returning with passengers providing one of three conditions are met.**

In practice operators are allowed to run between countries - e.g take a French party into Germany, but operators cannot carry passengers between two centres within a country where they are not registered - that is the dreaded cabotage.

Haulage companies can do cabotage if they get a permit from the DTp's International Freight Office in Newcastle.

For passenger transport internal work within another country is just not allowed.

Until the bureaucrats from Brussels reach agreement, an operator from another EC doing work purely within the UK must meet the same requirements as a UK operator. They must have an O-licence and meet all its requirements.

Even before the wrangling over harmonisation is resolved there are those enlightened operators who are establishing a toe-hold on mainland Europe.

With or without federalism they have reminded us that we are all Europeans. Operators and manufacturers alike must be alert to the double edged sword effect of a free European market.

There is potential and threat. The potential has been seen by far sighted companies like Kingston-upon-Hull City Transport and Cannon of Bolton. The threat comes from the possible invasion of cash-rich coach empires.

KHCT managing director, Keith Bastow, says that cabotage is not the problem for the Kivits Reizen or Voyage National subsidiaries.

He said: 'They have a different attitude over there. Protectionism is part of their way of life - the issue is more than just cabotage.'

Keith Bastow and his team have gained valuable experience of how Europeans operate, but he warns: 'Change will not happen overnight. January 1, 1993 may bring a relaxation of cabotage.

'However, everything else will take much longer to take effect.'

From an operational point of view, KHCT's coaching units have avoided testing the rules.

Keith Bastow told *Coachmart:* 'We can't use our French company to pick-up UK passengers in Hull.

Looking to the future: UK operators.

'It is much better to offer vehicles with a strong corporate image and use the domestic operation from the port of entry - even if this means transhipment.'

Evag Cannon's transport manager, Ken Stockton, reports a good first year after Cannon of Bolton bought Dutch company, Evag.

New for 1991, Evag Cannon tours bring parties across from Holland on North Sea Ferries and operate excursions based on the North West. This is different from Bremen because Evag coaches and drivers are used throughout.

Meanwhile we wait for developments in Brussels. Given time cabotage will surely become part of the coaching routine. However, it would be unwise to sit back and let things happen. Much better to have plans ready in the pipe-line.

If UK managers are slow off the mark, then be sure that others will get there first.

What do you think? Write with your views to the editor, Coachmart, Wentworth House, Wentworth Street, Peterborough, PE1 1DS.

Until the bureaucrats in Brussels reach agreement, an operator from another EC country doing work purely within the UK must meet the same requirements as a UK operator - they must have an O-licence.

Medicine man is the chief cause of the rain

OPERATORS in East Anglia who have been faced with cleaning their rain-spattered vehicles almost every day since May 23 can take out a law suit against Chief Winitoo and sue for the cost.

The medicine man - who has forsaken the plains and roaming buffalo for Suffolk's beaches and roaming dogs - has been quite literally drumming up the rain since he started a routine at Pleasurewood Hills, near Lowestoft.

Staff at the theme park spotted the gaffe at the end of June, and put a stop to it by threatening to cut off his wampum. That's the kind of threat no man can ignore, so now he's back in the circus beating out a few fertility rhythms.

'It will be interesting to see how July's rainfall figures shape up now that Chief Winitoo has been told to stop his rain dance,' said Norwich Weather Centre's Graham Parker.

***Mealstop's* East Anglian mole says Chief Winitoo is actually getting a backhander from Anglian Water chairman Bernard Henderson...**

Chief Winitoo: caused a storm.

● THERE'S no doubt that *Coachmart's* tourism section, *Coach Tours & Excursions*, really does produce the most zany press releases.

The tourism editor's bloodshot eyes widened as, through the haze of cigarette smoke, he spotted a little corker from, of all starchy British establishments, the National Trust.

'Watercolourist, Michael Cullimore, has been incarcerated in the Stygian gloom of a Georgian shell grotto, built by a Mr Tit for the Hanbury Williams family and now isolated in the midst of the municipal park at Pontypool,' says the National Trust, announcing a new art exhibition near Wrexham.

Call me a Philistine (Everyone does - Ed) but there's really no call for this kind of thing.

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H (91) FORD TRANSIT, 12 seat minibus, 2 litre petrol, power steering, side door, 5 speed, cloth trim, L specification, stereo, PSV as required, all finance options available, delivery miles £10,495
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H (91) FORD TRANSIT, 9 seater, GL, 2 litre petrol, power steering, side door, 5 speed, full cloth high back seats throughout, seat belts, 4 speaker stereo, delivery miles, all finance options available £15,795
Lease for £88 pwk

G (reg) FORD TRANSIT 130, 15 seat, diesel, long wheel base, semi-high roof, 5 speed, cloth interior, 9,000 miles, in white, side door, stereo, PSV tested, all finance options available. £11,295
Lease for 72 pwk

G (reg) FORD TRANSIT 130, diesel, long wheel base, semi-high roof, 5 speed, cloth trim, 9,000 miles, in white, side door, stereo, PSV tested ..... £10,695. **Lease for £68 pwk**

G (reg) BEDFORD MIDI, diesel, 8 seat, long wheel base, high roof, side door, 5 speed, cloth trim, 36,000 miles, Dormobile conversion, cloth interior. All finance options available £7,995
Lease for £45 pwk

G (reg) FORD TRANSIT, 13 seat crew bus, 5 speed, cloth trim, stereo, semi high roof, 22,000 miles, in white, all finance options available £5,995
Lease for £36 pwk

(90) NISSAN URVAN 12 SEAT MINIBUS. Long wheelbase, superb condition, only 18,000 miles, side door, 5 speed, PSV as required, all finance options available £6,995

G (89) FORD TRANSIT 130 Diesel. 13/15 seat, side door, cloth seats, 32,000 miles, 5 speed, all finance options available £9,995
Lease from £58 pwk

G (reg) FREIGHT/DAF 12 SEAT LUXURY MINIBUS. 300 series. Wide body, high roof, delivery miles only. Full coach hi-back seats, carpet, side door, 5 speed and radio. 12 months test if required. Superb example and super saving on new. All financing options and P/X available. Ring for details £8,995
Lease for £52 pwk

F (89) BEDFORD MIDI, 8 seater executive, diesel, full cloth seats, seat belts, 5 speed, side door, 22,000 miles, all finance options available £6,995
Lease for £40 pwk

F (reg) FORD TRANSIT 2.0 12 SEATER MINIBUS. Super vehicle with many extras, inc full length roof rack, 5 speed, radio, mudflaps, side door, wheeltrims, side stripes, and 12 mths test. Ideal for schools activity groups, etc. Value £5,995
Lease for £30 pwk

F (reg) RENAULT TRAFIC, 11 seat minibus, side door, 5 speed, Royal chair ramp and clamp, dining table, two rear folding seats, 42,000 miles, 1 owner from new, cloth interior, stereo, all finance options available £5,995
Lease for £33 pwk

E (reg) RENAULT TRAFIC 12 SEAT HI-ROOF MINIBUS. Super bus with coach moquette seating, full carpeting and many luxury extras. With 5 speed box, side loading door and radio, long test, taxed, finance lease and lease purchase £5,995
Lease for £30 pwk

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PSV operator fed up with subsidising motorists

Marksman once again answers a variety of your questions in the latest of his invaluable advice columns.

Q RATHER than pick up on the kerbside my company uses the bus station for excursion and tour departures as well as on the little bit of bus work which we do. The council, who own the bus station, have just increased departure charges, yet in the adjacent car park a motorist can still park all day for only 10p. The PSV operators seem to be subsidising the private motorist. Is there anything we can do about it?

MBT, Derbys

a I PRESUME that you have already made representations to the council, either as a company or in concern with the other bus station users. If you have not done this, you should do so before considering other actions. It may come as a surprise to you (and some traffic commissioners!) to discover that it is they who have the powers in this matter. The Road Traffic Regulation Act 1967, S.33 provides: 'That if the public service vehicle licence holder using (a bus station) considers that the charges fixed are unreasonable, then, in default of agreement between the licence holder and the local authority for a reduction thereof, the charges in respect of those vehicles shall be such as may be determined by the appropriate traffic commissioner.'

It is therefore clearly necessary for you to have attempted negotiation with the council before approaching the commissioner and I would suggest that to make a case for reduction it will help if you can produce evidence of departure charges applied to comparable bus stations elsewhere. For the benefit of other operators I should point out that this power of the traffic commissioner is limited to bus stations owned by local authorities.

QUESTIONS answer

Questions on any aspect of coach operation that is giving you problems should be sent to: Marksman, c/o *Coachmart*, Wentworth House, Wentworth Street, Peterborough, PE1 1DS, or by fax: 0733 62656.

Q LAST August it took one of my drivers more than an hour to get out of Dover Harbour due to Customs virtually taking vehicles part. He was then delayed for 40 minutes due to an accident on the Dover road. Consequently, he drove for four hours 50 minutes without a break in order to ensure that a group of his passengers did not miss their connection with a feeder coach from the Midlands to Scotland. This has been picked up on a tachograph check and he is threatened with prosecution for driving more than four-and-a-half hours without a break. If these are not unavoidable delays, what are?

MT, West Midlands

a THEY probably are unavoidable delays, but the relaxations from total adherence to the hours regulations are limited to: 'The extent necessary to ensure the safety of persons, of the vehicle or its load.'

I cannot see any court stretching that to include making a connection. If it was the only offence revealed on a tachograph check and the company demonstrated to the prosecuting authority (presumably the traffic area) that drivers had been notified that driving limits must not be exceeded in this sort of circumstance, the threat of prosecution might yet be dropped. Should it get to court, my advice would be that your driver has little option but to plead guilty, but seek to mitigate the offence on the basis that he was acting in the best interests of passengers and pointing out that had he been doing the more arduous task of driving on a bus service, he could have driven for five-and-a-half hours without a break.

Ed - It is good to report that the Port of Dover is to take action to speed up the passage of coaches through customs - see Coachmart, July 11.

Q IT'S all very well you answering these technical questions. What about the basics? 1 can't get decent prices while everyone around me is charging suicide rates. What the industry needs is legislation to set minimum charges. What can we do to make the Government do something about it and get us all into profitable operation?

WBT, Strathclyde

a YOUR question is based on an opinion with which I, and a Government committed to free enterprise and competition, would not agree. The fact is your situation, and that of the coach industry as a whole, is not unique. Every business in every industry faces competition of lower prices and has to either beat them or join them.

Whatever I write, you will not consider a satisfactory answer until you accept that your destiny is not controlled by your competitors, but by yourself. If you really cannot 'join them' and win in a price sensitive market of tendering, you have to 'beat them' by concentrating on other markets. Make sure your vehicles, staff and customer service are such that they are worth a premium price and then sell yourself on quality rather than price. It is the only solution to your problem.

Q CAN a PSV (or PCV) licence holder drive a recovery vehicle?

WRS, Glams

a A PSV/PCV licence holder can drive any large goods vehicle (not just a conventional recovery vehicle) other than an articulated combination, provided that it has an unladen weight of less than 10.2 tonnes, is operated by the holder of a PSV operator's licence and is being used in connection with the repair or removal of a passenger carrying vehicle.

DART OVER FROM ISLE OF ANGLESEY

In the penultimate maintenance report of the present series, Mike Morgan takes a close look at Padarn's Dennis - the Dart from North Wales.

THERE'S poetic justice in Dave Price's rise from fireman to successful coach and bus entrepreneur.

Over half a century separates Dave's rapidly spreading Padarn Bus operation from that of his grandfather.

The difference is that Dave is taking over routes from Crosville Wales, whereas Richard Charles Price sold his part of Cyfni Motors to the Crosland-Taylor pre-war Crosville bus and coach empire in 1929.

Cyfni ran from Deiniolen with a Ford model T and a Chevrolet. In those days a 20-seater was a big bus, but things have turned full-circle.

Instead of the big companies swallowing up the small-fry, the post deregulation era has given the small coach operator the chance to nibble back at the giants in a big way.

Taking the Price story into a new chapter was motivated by the urge to succeed at Crosville's expense.

Running buses and coaches was clearly in the blood and there was a need to make-up for lost time.

Padarn started PSV operation through success with Bus Gwynedd tenders. Needing small capacity vehicles it bought secondhand Sherpas and lease purchased Carlyle-bodied Iveco Dailybuses.

When route 42 to Llangefni on Anglesey was up for tender in August last year something bigger - and new - was wanted.

Contact with Carlyle established that the new bigger Dennis Dart would be available and lease costs were established. Two vehicles were needed and the costs confirmed - £160,000 for the pair or £3,200 per month over five years.

The contract was won. Gwynedd pays a fixed amount monthly to cover fixed costs and Padarn takes the fares.

Padarn's Darts were the first 9.8-metre vehicles down the line so Leyland Nationals were hired-in until early this year when the new buses took over.

They operate in bright red on an hourly frequency from Bangor over the Menai Bridge (Porthaethwy) on to Anglesey (Ynys Mon).

Dave quickly kills any suggestion that his fleet is painted in fire-engine red.

'It's LTE red with London Buses' grey skirt,' he said.

As a measure of its rapid expansion, Padarn now employs 11 full-time and seven part-time drivers.

According to Dave there's no problem finding staff.

'I can hand pick them.' Crosville's loss proves to be Padarn's gain.

Padarn Bus is one of the growing breed of family businesses successfully blending bus and coach operation.

It's not just Dave who has to be up with the first bus each morning.

His wife Maira and sons Darren (21) and Shane (16) all help keep the wheels turning.

Maintenance: a vehicle inspector at work with his 'toffee hammer.'

Month Five - June 1991

ESSBEE'S 609D - Specification

Chassis - Mercedes-Benz 609D
Engine - Mercedes-Benz OM 364 four-cylinder
Gearbox - G3 five-speed synchromesh
Body - Made-to-Measure - 25 seats
Date first registered - October 1990

Maintenance report

Mileage this month - 7,410.5 miles
Total mileage since February 1, 1991 - 28,369.5 miles
Type of work - private hire and works contracts
Fuel used this month - 455.3 gallons
Total fuel used since February 1, 1991 - 1,685.3 gallons
Fuel consumption this month - 16.3 mpg
Average consumption since February 1, 1991 - 16.8 mpg
Engine oil used this month - none
Total oil used since February 1, 1991 - 4.5 litres

Padarn Bus: the whole Price family keep the wheels turning.

Tyre maintenance this month - nil
Problems rectified this month - new tailgate lock fitted. Brakes adjusted. New exhaust silencer fitted. New headlight seal fitted. Radiator cowling secured. Wheel tracking adjusted.

GOLD CIRCLE'S 425 - Specification

Vehicle - Duple 425 integral
Engine - Cummins L10
Gearbox - ZF seven speed
Body - 51 recliners, toilet, TV and double glazed
Date first registered - September 1989

Maintenance report

Mileage this month - 11,240 miles
Total mileage since February 1, 1991 - 63,112 miles
Type of work - Citylink service 904/947 - Aberdeen/Glasgow to Gatwick
Fuel used this month - 936 gallons
Total fuel used since February 1, 1991 - 5,188 gallons
Fuel consumption this month - 12 mpg
Average consumption since February 1, 1991 - 12.2 mpg

Carlyle-fitted gutter above the entrance door stops rain water flooding onto passengers.

Engine oil used this month - nil
Total oil used since February 1, 1991 - 22 litres
Tyre maintenance this month - nil
Problems rectified this month - engine ran dry while on the night shift and blew-up.
Gold Circle has put in a warranty claim to Cummins for the £10,000 engine because it had used no water until then and the driver received no advance warning of its demise.

HESLOP'S DUBRAVA - Specification

Vehicle - DSB Dubrava 3200
Engine - Mercedes-Benz OM 422 280 bhp
Gearbox - PPT-built ZF S6.80
Body - 53 seats
Date first registered - March 1989

Maintenance report

Mileage this month - 2,783 miles
Total mileage since February 1, 1991 - 8,343 miles
Type of work - airport transfers and day tours
Fuel used this month - 312.96 gallons
Total fuel used since February 1, 1991 - 923.46 gallons
Fuel consumption this month - 8.9 mpg
Average consumption since February 1, 1991 - 9 mpg
Engine oil used this month - nil
Total oil used since February 1, 1991 - nil
Tyre maintenance this month - none (except pressure checks)
Problems rectified this month - nil
Comments - loss of clutch pressure reported last month could be caused by routing hydraulic pipes close to the air compressor.
One suggestion is to re-direct the pipes in line with later Dubravas.

MIDLAND UNITED'S VOLVO - Specification

Chassis - Volvo B10M GL Mk III
Engine - Volvo THD101GD 273 bhp
Gearbox - ZF S6.90
Body - Jonckheere Deauville Mk III, 51 seat, plus toilet
Date first registered - March 1990

Maintenance report

Mileage this month - 3,077 miles
Total mileage since February 1, 1991 - 27,314 miles
Type of work - private hire, tours, National Express
Fuel used this month - 299.5 gallons
Total fuel used since February 1, 1991 - 2,813.6 gallons
Fuel consumption this month - 10.3 mpg
Average consumption since February 1, 1991 - 9.7 mpg
Engine oil used this month - nil
Total oil used since February 1, 1991 - nil
Tyre maintenance this month - nil
Problems rectified this month - after service and inspection: exhaust tail pipe adjusted; nearside front screen replaced; three dash bulbs replaced; new video sound terminal fitted; interior mirror mounting tightened.
The coach was off the road for two weeks while Jonckheere carried-out warranty work at Northampton. Side repeater indicators and Webasto were fitted courtesy of Jonckheere UK.
The drinks machine was replaced by a new more efficient unit which overcomes dissatisfaction with the previous model.
Midland United co-director Sue Cleaver said: 'I'm ever so pleased with it now even though there's no sink to wash things up.'

PADARN'S DART - Specification

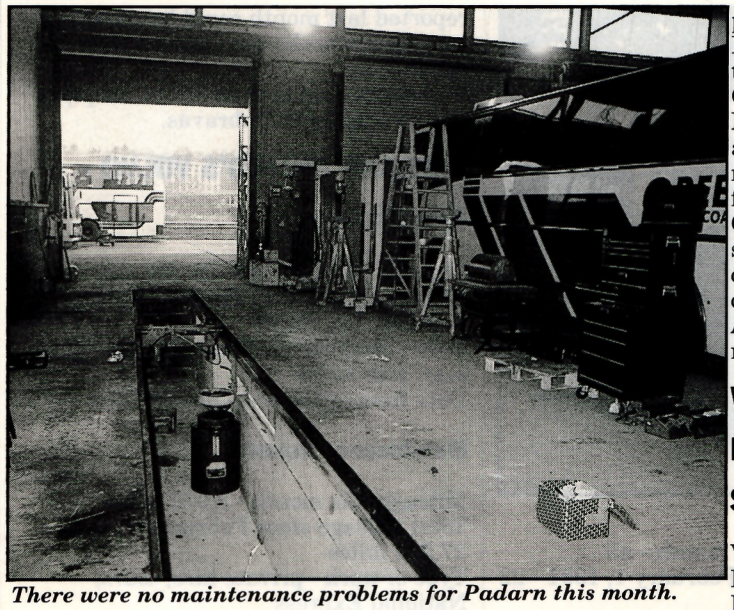
Chassis - 9.8 metre Dennis Dart
Engine - Cummins 6BT 5.9 litre
Gearbox - Allison four-speed automatic
Body - Carlyle Dartline
Date first registered - January 1991

Maintenance report

Mileage this month - 6,420 miles
Total mileage since February 1, 1991 ▶

The Vehicles

Chassis	Body	Operator	Location
Mercedes-Benz 609D	Made-to-Measure	Essbee Mini-bus	Glasgow
Duple	425	Gold Circle Coaches	Airdrie
DSB	Dubrava	C R Heslop	London
Volvo B10M MkIII	Jonckheere	Midland United	Birmingham
Dennis Dart	Carlyle	Padarn Bus	Llanberis
Bova	Europa	Glyn Williams	Crosskeys



There were no maintenance problems for Padarn this month.

◀ - 33,720 miles
Type of work - local service
Fuel used this month - 537 gallons
Total fuel used since February 1, 1991 - 2,903 gallons
Fuel consumption this month - 11.9 mpg
Average consumption since February 1, 1991 - 11.62 mpg
Engine oil used this month - nil
Total oil used since February 1, 1991 - six litres
Tyre maintenance this month - one puncture repaired
Problems rectified this month - nil
Comments - Number plate lights are inadequate and need replacing. The front grey-painted GRP bumper has stone chip damage caused by loose chippings on Anglesey's resurfaced roads.

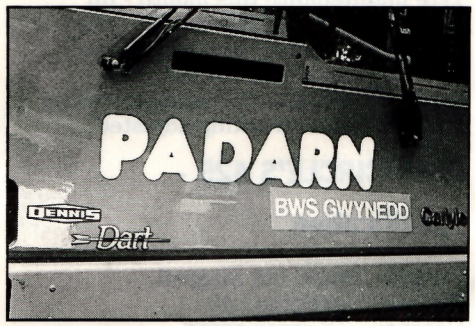
WILLIAMS' BOVA - Specification

Vehicle - BOVA Europa
Engine - DAF 8.27 litre
Gearbox - ZF six-speed
Body - 53 seats
Date list registered - August 1981

Maintenance report

Mileage this month - 2,800 miles
Total mileage since February 1, 1991 - 12,000 miles
Type of work - private hire
Fuel used this month - 233 gallons
Total fuel used since February 1, 1991 - 1,100 gallons
Fuel consumption this month - 12.02 mpg
Average fuel consumption since February 1, 1991 - 10.9 mpg
Engine oil used this month - 1.1 litres
Total oil used since February 1, 1991 - 13.85 litres
Tyre maintenance this month - nil (new set of Michelins fitted late last year).
Problems rectified this month - fractured pump plates replaced (only the second set to be used during the life of the vehicle).

● Don't miss the final part of Mike Morgan's maintenance investigation in Coachmart on August 15 when he will once again be putting our operators under the spotlight.



Anglesey's resurfaced roads caused some stone chip damage.

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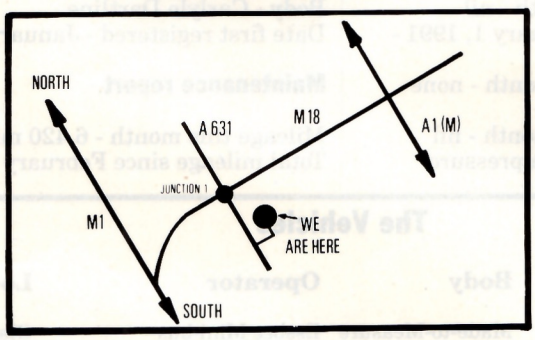

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Weekly report on law and the coach operator by Michael Jewell

Commissioner says Thomas Gordon 'not of good repute'

NORTH Western traffic commissioner, Martin Albu, has hinted that he may grant Thomas Gordon - trading as Gordons of Kirkbride - a national operations licence.

That is despite the company being convicted of falsifying tachograph charts. In April, Mr Gordon, of Carleton, Kirkbride, pleaded guilty at Carlisle Crown Court to 36 counts of aiding and abetting drivers to make false entries on tachograph charts and three counts of making false declarations in applications for vehicle excise licences.

He was given a nine months prison sentence, suspended for two years, fined £18,300 and ordered to pay costs of £1,500 *(Coachmart,* April 11 and 18).

Mr Albu said that in the light of those convictions, he appeared bound by new regulations to find that Mr Gordon was not of good repute.

For Mr Gordon, William Waldron said that he had found himself before the court after embarking upon international operations.

The firm was a small concern which had been held to ransom by a large tour operator with the financial muscle to dictate terms. The price was set by it and on longer trips that was £300 less than Mr Gordon thought that it could be done for.

The travel company told Gordons what it was being paid and it had to take it or leave it. Inevitably, the price was reduced each trip. The travel company also dictated the style and type of vehicle it wanted its customers to travel in - nothing over three-years-old. Mr Gordon bought two brand new coaches for the work, costing in excess of £5,000 per month in loan repayments. That was a crippling burden to the business.

Mr Gordon's father had a heart attack, leaving Mr Gordon, who was really a mechanic, to also undertake the administration.

What happened was that he was unable to keep a check on the business.

The drivers on the European trips were instructed to make the first part of the trip to the Midlands overnight and take the required rest. They did not do that and made the run from Carlisle to the port in one day.

Court heard that Thomas Gordon was held to ransom by a large tour operator with financial muscle to dictate terms.

When Mr Gordon found out, he initially turned a blind eye and subsequently encouraged that behaviour as he knew financially he could not employ the third driver required for the trip.

Mr Waldron said the fact the judge accepted that Mr Gordon had made no profit out of the offences was evidenced by the fact that he was not serving an immediate prison sentence.

He was not a greedy businessman who was putting safety at risk to make more profit. It was a case of a business floundering to get back on the right track.

Mr Gordon had already been severely punished. He had been forced to sell one coach to pay off his overdraft and he was attempting to sell a second.

Mr Gordon now scrutinised the tachograph charts carefully and he had recently sacked two drivers found to have been in breach of the regulations. For the future, it was planned to have the charts checked independently each month.

Arguing that there was no necessity to revoke the licence, Mr Waldron said Mr Gordon had a spotlessly clean record from a safety, maintenance and accident point of view.

This was the only matter of disrepute in a firm with a history almost 100-years-old. The mere fact of convictions was not necessarily a bar to being regarded as being of good repute. The legislation was aimed at withdrawing licences from those who, in the public interest, should have them withdrawn. Mr Gordon was providing a service to the local community, and his interests, those of his employees and that of the locality, had to be considered.

Mr Waldron said: 'Up to April 5, Gordon's reputation was second to none. I am saying his good repute has been damaged but not destroyed. This is a case where revocation is not necessary in the public interest.'

Questioned by the commissioner, Mr Gordon said that he had done European work last summer without committing any further offences.

He had drivers positioned up and down the country. He said he had done next to nothing this season as far as international work was concerned because the tour company had refused to use him because of the publicity. He was currently operating six vehicles, three on school contract work and three on private hire.

After Mr Albu had pointed out that new regulations, introduced last October, required him to find an individual not of good repute if he has been convicted of serious offences, defined as an offence for which a sentence of imprisonment for a term exceeding three months, a fine exceeding level four, or a community service order for more than 60 hours, was imposed, Mr Waldron said it appeared that those regulations were not retrospective.

Mr Gordon's offences were committed prior to them coming into force.

Mr Albu said the offences had been extremely serious, as serious danger was caused by drivers exceeding what were very generous hours limits.

There was also the aspect of unfair competition.

Traffic commissioner, Martin Albu, said the offences were very serious and put pressure on other operators.

'If some operators think they can get away with longer hours and cut rates, it puts pressure on other operators to do likewise,' he said.

'However, I do not regard it as my job to impose additional penalties. I am much more concerned with the steps taken to rectify the situation and to ensure that it does not recur.'

Saying he could not allow the situation to pass without some action to indicate his concern, Mr Albu held that, at the time the offences were committed, Mr Gordon was not of good repute.

The question was whether he had redeemed his repute, said Mr Albu. He felt the appropriate action was to revoke the licence with effect from August 31.

He recommended that Mr Gordon apply for a new national licence for six to eight vehicles, saying that provided nothing further came to light in the mean time that application might well be granted. ▶

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Weekly report on law and the coach operator by Michael Jewell

Repeated offences cost Briggs its licence

BRIGGS Coaches of Swansea has had its licence revoked for 'repeated road traffic offences' of new regulations which came into effect last October.

However, the South Wales traffic commissioner, John Mervyn Pugh, has directed that the licence should not be withdrawn until October 1.

The disciplinary hearing had previously been adjourned to enable Mr Briggs to seek legal representation *(Coachmart*, June 7).

For proprietor, William Briggs, Norman Lloyd-Edwards said there was a big difference between someone committing offences and someone committing the same offences again. However, he conceded that there was a further case pending against Mr Briggs which was due to be heard later this month.

He said that Mr Briggs had two 25-seater vehicles under his operator's licence and two eight-seater minibuses used on school contract work for which no operator's licence was required. In addition, he had two 12-seater minibuses used for self-drive hire, which did not need to be specified on the licence.

Captain Lloyd-Edwards said: 'With Mr Briggs having three categories of vehicles it gave rise to problems in that there were four offences in December and five in January committed through drivers using the 12-seat vehicles.'

Those vehicles had no PSV licence discs or Certificates of Fitness, and they did not carry first aid kits or fire extinguishers.

The circumstances were that the eight-seaters had been unavailable and the 12-seater hire vehicles had been used to carry six people.

'This went over the top of the regulations and caused Mr Briggs to commit four offences,' said Captain Lloyd-Edwards. 'It is a sad combination of events.'

Mr Mervyn Pugh said that the problem was that the new regulations were mandatory. He had to determine that an operator was not of good repute when there were 'repeated road traffic offences.'

The licence had to be revoked as Mr Briggs was not now of 'good repute.' Mr Briggs was not a rough operator, but he had fallen foul of the law through a set of circumstances.

'He had been playing at being a PSV operator. With three arms he was confused with his position,' said Mr Mervyn Pugh. 'Putting it gently, he has been careless and has not taken enough care. With his hire business the whole thing became confused.'

This was a very difficult case, as it involved new law, said Mr Mervyn Pugh. As the offences had been committed on two separate days, and having looked in the dictionary at the words 'frequently' and 'recur', he was bound to say Mr Briggs was not of good repute.

He told Mr Briggs: 'Having lost your good repute, the licence shall be revoked. However, there will be a stay of revocation until October 1, 1991 with certain conditions that you can only operate the two 25-seat vehicles on the licence.

'But you are given leave to apply should you wish to vary or replace vehicles. The object is to prevent a recurrence of the events that have happened.'

Mr Mervyn Pugh directed that any application by Mr Briggs for a fresh licence be heard at a public inquiry. He said: 'It is of paramount importance that your application is submitted well before the nine weeks necessary and that it is heard before October 1.'

Walker gets new licence

ALLAN Walker, who had previously been in the PSV business for 15 years before going to Australia, succeeded in his application for a fresh licence at a Manchester public inquiry.

Mr Walker, trading as Allan Walton Travel, of Speke Road, Liverpool, had applied to the North Western traffic commissioner, Martin Albu, for a new national licence to run two double-deckers.

He said his previous licence, which had authorised 15 vehicles, expired in 1989. He had come back from Australia hoping to go back into the same business carrying out local stage carriage and school contract work.

Mr Albu said Mr Walker appeared to have thought the project through and had the necessary finance and maintenance arrangements.

Hawthorn warned over maintenance

BARRY-based Hawthorn Travel has had the length of its licence cut and been told that its maintenance standards must improve.

The company's proprietor, Nigel Martlew, was warned by South Wales traffic commissioner, John Mervyn Pugh, at a public inquiry.

Mr Martlew, who holds a licence authorising 16 vehicles, told the commissioner that he had started in business in 1987 and had instigated the system of maintenance suggested in South Wales after attending a new operators' seminar.

Company was warned vehicles must be kept in A1 condition and that was only possible if the fitters knew what they were doing.

He explained that he was a fitter by trade and he had been horrified that one of his coaches had failed its annual MoT test because of a brake fault and because of that he was now going to have a rolling road brake tester installed at his company's premises.

Mr Mervyn Pugh said that Mr Martlew had gone wrong in that his fitters did not each have their own Testers' Manual and, in that letters sent to his drivers outlining their responsibilities, did not have a section to be signed as received, read and understood.

Vehicles could only be kept in A1 condition if the fitters knew what they were doing and to do that they each had to have the manual.

Mr Mervyn Pugh advised Mr Martlew to send a further letter to his drivers.

He cut the duration of Hawthorn Travel's licence so that it now expires in December 1992.

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SEALINK STENA LINE

Movie magic opens in Merseyside

LIVERPOOL'S Albert Dock - the second most popular free tourist attraction in Britain- has opened its door to a major new attraction.

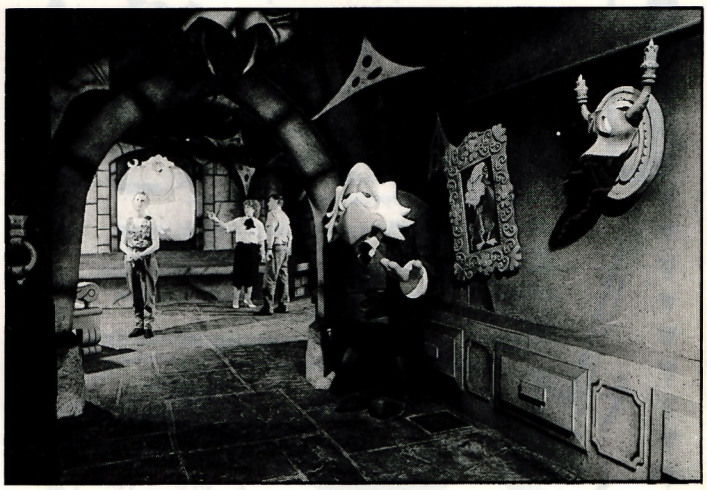
Animation World has joined The Beatles Story, Merseyside Maritime Museum and The Tate Gallery Liverpool as a further draw to the popular venue which attracted over six million visitors last year.

The newcomer is definitely one for the kids and would be ideal for school trips - it can be both fun and educational. Animation World attempts to take you behind the scenes and explain how the art of animation works.

Under a licence agreement with Thames Television subsidiary, Cosgrave Hall Productions, the exhibition features such household names as Count Dukula, Danger Mouse, The Big Friendly Giant(BFG) and Toad, Ratty, Badger and Mole from 'The Wind in the Willows'.

Animation World, which was opened by television cartoonist Rolf Harris last week, graphically shows the painstaking work that goes into making cartoons as well as presenting visitors with an opportunity to see for themselves the original sets, models and drawings. The exhibition also gives visitors a chance to get involved and play with some of the exhibits themselves.

The younger children will enjoy it for the way it brings their cartoon favourites to life, while older visitors will find what goes into the making of such programmes fascinating.



Castle Duckula - One of the many excitng features at "Animation World" in Liverool.

Special group rates are available and further details can be obtained from Animation World at Britannia Pavilion, Albert Dock, Liverpool, L69 5BJ. Telephone 051 707 1828.

Ibis announces new European group rates

FRENCH-owned hotel chain Ibis has released its group rates for 1992 and is pushing for mealstops at its 200-plus hotel restaurants spread throughout Europe.

Among the lowest low season rates are at the Ibis at Lourdes. They start at 122 FF bed and breakfast, three sharing, rising to 292 FF for s single room, full board. Peak season rates, from July 1 to October 31, start at 130 FF, triple room bed and breakfast, to 312 FF full board in a single room.

All hotels offer one in 20 rooms free. Its rates throughout the rest of the group are comparable but slightly higher in most cases.

The lunch stops have the add-on bonus of a room in which driver and courier can take a nap or spruce up, together with a gift for them both. Price of a three-course lunch is around £9.50, and a drink and coffee, just £1. Ibis boasts coach parking at all hotels, and a wash-down facility at many.

Full details of winter 1991 and summer 1992 rates are available from Ibis, on 071 724 1000, or 081 741 3575, Fax: 081 748 9116.

Wildlife tea party for groups only

A CUP of tea and a scone is the free bonus for visitors to coach-only wildfowl parks Slimbridge and Martin Mere during September weekdays.

The Wildfowl and Wetlands Centres, are extremely popular with older groups. The Sweet September Days visits to Slimbridge and Martin Mere must be booked in advance. The offer is limited to groups at these two centres, though individuals will also be admitted to Arundel, Washington, Peakirk and Llanelli WWT centres.

Prices range from £1.40 to £2.10 a head.

Full details of Wildfowl and Wetlands Trust visits are from them at Slimbridge, Gloucestershire GL2 7BT, Tel: 0453 890333.

Business travel slumps says report

CORPORATE business travel was seven percent down last year, with an almost identical number of trips made but with fewer overnight packages.

The European Travel Data Center says 14 percent of all international trips were for business - some 29.5 million out of 206 million trips.

Of Germany's business people, only 1.5 percent make trips abroad while working, but between them they make more trips than any other European nation. Germany also hosts more foreign businessmen than any other country.

In the first year of monitoring, six main Eastern European countries' business people made 6.7 million trips. Women of Europe made up only 20 percent of all business travellers, with the highest proportion in northern European countries, the lowest in Italy and Holland.

The European International Business Travel Market is published by Luxembourg-based ETDC, and is available from Gardner Smith Associates, 107 North End Road, London NW11 7TA, Tel: 081 455 8090, Fax: 081 455 1700.

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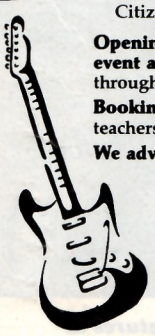

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Nottinghamshire County Council
Leisure Services

Channings

Channings Hotel is an interesting development of five elegant Georgian style properties into a town house hotel with a relaxing "club-style" atmosphere. Situated on a cobbled street just a few minutes walk from Edinburgh's City Centre, Channings has retained much of its traditional features since its recent refurbishment and offers a welcome retreat for the business or leisure traveller looking for character and style.

- 48 en-suite individually designed bedrooms
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- versatile facilities for corporate entertaining
- special rates for weekend guests

Channings

South Learmonth Gardens, Edinburgh. *Tel: 031-315 2226.* *Fax: 031-332 9631*

New Tatton director starts coach club

CHESHIRE heritage attraction Tatton Park has formed a new Privilege Coach Club, which offers cash benefits to operators and improved driver facilities.

Coach visitors will get shop vouchers and discounts, while there are rebates on offer for operators. Drivers will get a courteous reception, says the park, and better rest rooms.

'As well as supporting coach operators who regularly visit us, we genuinely wish to extend this method of visit further, and we will offer that extra personal touch,' pledged Tatton Park's new director Michael Beaufoy.

He said the benefits were aimed at a long-term view of coaching as providing a significant number of Tatton Park visitors.

To speed up adoption of the scheme, the park is putting social clubs in touch with Coach Club members and encouraging them to make PSV visits.

Tatton Park is 1,000 acres of deer parkland, mansion and 50 acres of landscaped garden. There is a 1930s working farm, and a number of special events through the summer.

Operators must register for the Privilege Coach Club to get the benefits. 'Phone 0565 654822.

SCOTTISH and English operators were the guests of North Sea Ferries for an educational trip to The Hague area recently. The 22 (pictured) operators took the 14-hour overnight ferry crossing from Hull to Rotterdam, meeting hoteliers and suppliers in Rotterdam, and visiting the Floriade '91 site.

London Zoo has year's amnesty

THE Government has refused to offer a rescue package to London Zoo and it now says one year will make or break it.

The Regent's Park attraction - which has been a favourite with coach companies since 1826 - is teetering on the edge of insolvency, threatening the future of Whipsnade in the process.

It has made a third of its 260 staff redundant, made other cost-cutting plans and dipped into its £4.5 million trust fund reserves to address annual £2 million losses on its £7 million turnover.

It now says it has 12 months to survive, and pins its hopes in corporate sponsorship and outside investment to save it: 'If we fail, the zoo in Regent's Park will close in September 1992 and Whipsnade's future will be uncertain,' a zoo spokesman said last week.

'Government have informed us that they will not help us to stay at Regent's Park, but might support us if we withdraw to Whipsnade. They will not, however, help us financially with this withdrawal.'

● The London Zoological Society has been a respected scientific organisation since the Victorian era. In recent years, it has led the world in many captive breeding projects with the aim of reintroducing rare animals to the wild.

Museum vouchers keep down costs

GLOUCESTER attraction, the National Waterways Museum, is offering group rates to individuals... providing they travel on a coach!

In a new scheme, the museum is issuing free group entry vouchers to operators. But only the vouchers are free. Clients present their group voucher on the door to get a full discount - group entry is currently £2 for adults and £1.25 for OAPs and children.

The vouchers themselves are stamped with the operator's name so there is no doubt as to their validity as group discount vouchers. Because no money is changing hands, the museum says operators need only charge for transport to Gloucester.

A spokeswoman for the museum said the exhibitions currently on display would take between one and two hours to tour. Shops, pubs and restaurants in the area would add to this, with ample coach parking available throughout the day right at the front of the museum - built in Gloucester's revived docklands area.

Additional attractions available include river and canal cruises bookable in advance.

Full details of The National Waterways Museum are available by 'phoning 0452 307009 or 25524.

STAMFORD BREWERY MUSEUM

All Saints Street,
Stamford, Lincs.
0780 52186

OPEN: April - September, 10am - 4pm,
Wednesday - Sunday and Bank Holidays
(closed Wednesdays these weeks)
Evening parties by arrangement.

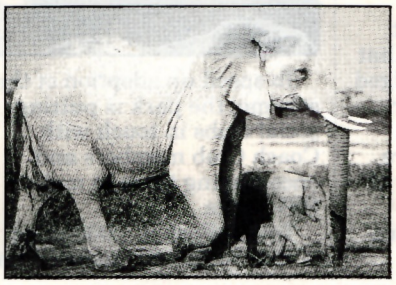
Complete Victorian Steam Brewery with mash tuns, coppers and fermenting vessels. Automatic sound system and displays of Victorian working life.

Complete Victorian Steam Brewery

SOUTH AFRICAN STUDY TOUR

Join a group of fellow coach and bus operators for an 18 day tour to Zimbabwe and South Africa.
The tour includes a visit to Harare and the world famous "Victoria Falls", plus a Safari section before moving onto Jo'burg and Cape Town.
Opportunities to visit local coach owners are also included.

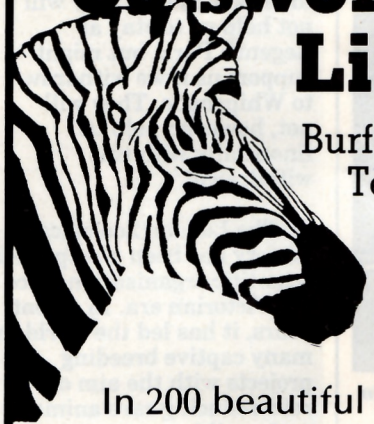
25 Jan/11 Feb 92 **£1,850**



TAPPINS COACHES

HOLIDAY HOUSE,
DIDCOT OX11 7LZ.
TEL: 0235 819393

Cotswold Wild Life Park



Burford, Oxfordshire
Tel(099382) 3006

A World of Wild Animals

In 200 beautiful acres of gardens and woodland

PLUS

- Adventure Playground
- Picnic Area
- Narrow Gauge Railway
- Brass Rubbing Centre
- Bar Restaurant

Reduced rates for parties.
Hard standing for coaches.

Open Daily from 10am to 6pm

Midway between Oxford & Cheltenham

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Super Trade Discounts

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Operation Flagships

GROUP BOOKINGS: (0705) 839766

NAVAL HERITAGE
OPEN DAILY

THE HISTORIC DOCKYARD, PORTSMOUTH

Knitting and sewing show good for coach groups

PICTURESQUE Alexandra Palace hosts the 'perfect' WI show in October - the Knitting and Stitching Show, Expression.

The October 24 to 27 exhibition brings together 150 craft workers, textile suppliers and clothes designers to bring new ideas to the housewife's handicraft. Lectures and workshops will help make it an in-depth look at sewing and knitting.

Predicting a good response from women's groups and excursion organisers, Creative Exhibitions have trimmed a hefty 30 percent off the ticket price for all parties of more than eight, and will be invoicing operators after the event.

'While the show is primarily enjoyed by women of all ages, children are catered for with an area devoted to kite building and papier mache activities,' said a spokesman for the organisers. 'There is also plenty for the men to do, including a special presentation about 20th Century collectables.'

The show opens 9.30 am and closes 5.30 pm each day. Entry for individuals is £6, for groups £4. Tickets supplied and unused are returned by the operator, and he is invoiced for the remainder.

Details of Expression - the Knitting and Stitching Show, are from Creative Exhibitions Ltd, 46 Tresillian Road, Brockley, London SE4 1YB, Tel: 081 692 8848, Fax: 081 694 1355.

Low hotel rates for events at Belton Woods

GOLF hotel Belton Woods has announced low group rates for Lincoln's Christmas Festival and the 1992 Spalding Flower Festival.

The 96-room Belton Woods Hotel and Country Club - near Grantham - is offering two nights half board between December 12 and 15 from £40 to £75 a night, which includes use of its two championship golf courses, leisure club and other facilities in the new £15 million hotel.

A two-night deal for the May 2 Spalding Flower Festival is £90, with a third night an extra £40, half board. Both deals include a gift for each guest.

Contact Ginny Wick, Tel: 0476 593200, Fax: 0476 74547.

Tell 'em CM sent ya!

CT & E tries to bring you the very latest news of new attractions and venues. When making an enquiry with any detailed here, please ensure you mention *Coachmart* .

Birthday honours at Wembley

WEMBLEY Stadium has branched out into childrens' parties with its new tour programme.

Included in a £5.95 a head party is the behind-the-scenes tour and a ride on the land train, a hot and cold menu, goody bag for the birthday boy or girl, banners and balloons.

Birthday cake, a personalised message on the scoreboard and picture of the party with an FA Cup replica are add-on extras.

Normal group admission is £3 a head for adults, £2 for children with one in 10 tickets free for groups of 20 plus. Tours are every day except Christmas Day and special occasions, running from 10 am to 4pm.

Full details are from Wembley Stadium Tours, Tel: 081 902 8833.

Wallace Arnold reports boom

WALLACE Arnold has reported a dramatic turnaround in tour bookings, healing the scars left by the Gulf War.

After a disastrous start to the season, with bookings well over 30 percent down, the summer began with a flurry of activity. At the time, Wallace Arnold managing director John King was sceptical that the latecomers would make up the difference.

But now he says business for the year to date is five percent UP on 1990... and continental bookings are a massive 18 percent ahead.

'It's turning into a very good year,' he said.

Bedford on the map for swimming parties

BEDFORD gets a new water club in August when the Oasis Beach Pool opens... with special deals for coach operators.

The indoor leisure complex has swimming pools, waterslides complete with speedos, a wave machine, water cannons, geysers and spa baths. The facility can organise special Caribbean beach parties for big groups.

The Oasis Beach Pool can also offer a fitness centre. This includes training equipment, sauna, steam room and sunbeds. Catering and a large bar is on site, with plenty of coach parking.

'Groups can visit the Bedford Oasis seven days a week,' said marketing manager Steve Bishop. 'They can receive 10 percent discounts for ten or more people, and 50 percent for school groups.'

Prices are £3 for adults, £2 for senior citizens and children, and £9 for families of up to five.

Details are from Steve Bishop, Tel: 0836 754367 until July 22, and 0234 272100 afterwards.

SEALINK STENA LINE

EARLY RISER DAY TRIP

Great value Day trips to Calais from only £8.95 - and that includes breakfast!!!

Every Tuesday from September through to December pick any sailing between 0400 and 0815 and we will give your customer a hearty special English Breakfast. The perfect start for a day trip to Calais or even Paris as you can return on any sailing from Calais on the same day.

FARES
September £9.95
October/November & December £8.95

£5

TAX FREE VOUCHER
when you spend £25 in the Duty Free Shop on Spirits and/or Tobacco

SPECIAL DAY BREATHER TO PARC ASTERIX

A super Day trip to the spectacular home of Asterix the Gaul

1988 saw the 30th birthday of this incredibly popular French cartoon character - it also saw the opening of a spectacular £88m theme park situated just north of Paris. Since then over 3 million visitors have enjoyed this fantasy world dedicated to Asterix.
The attractions are numerous, ranging from Dolphinariums to Shoot the Rapids ride. For the more adventurous there is a super roller coaster type ride which turns you upside down 8 times over a lake! There are 3D cinemas, Roman Forts and a faithfully reproduced Gaullish Village with all the familiar scenes from the Asterix books. To relax in there are 34 food and drink outlets.

The Parc is situated to the north of Paris, only 2½ hours from Calais off the A1. Parking is well catered for with spaces for some 155 coaches. There are special coach drivers' rest facilities on site.

SAILING TIMES	
Outward from Dover	Return from Calais
02.30	20.00
04.00	21.30
05.30	23.00

FARES				
	Monday-Friday		Saturday & Sunday	
	Adult	Child	Adult	Child
April-June	£18.50	£14.50	£20.50	£16.50
July-August	£20.50	£16.50	£22.50	£18.50
Sept-Oct	£18.50	£14.50	£20.50	£16.50
Coach free subject to usual minimum requirements				

SUMMER SPECIALS

BOULOGNE MARINE LIFE SPECIAL

NAUSICAÄ
Centre National de la Mer

Opened on the 18th May is one of the largest and most important sea-life centres in the world

'Nausicaa' is situated in Boulogne-sur-Mer and takes you on a real journey to the centre of the sea. You go through underwater filled arches that give you the experience of actually being among marine life in different habitats from the shark aquarium, the world of plankton to the spectacular colourful coral reef of a tropical lagoon. There are some 1400 square metres of aquariums including a 3000 metres deep tank for observation of fish behaviour.

On the bridge of a trawler you can discover that fishing today is in fact hunting and then watch a fishing net as it unfurls around a shoal of tuna fish.

There is a cinema screen with a continuous programme of films on all the realms of the sea. There is a large reference and video library with some 300 different films.

Outward-Folkestone	Return-Boulogne
07.45/08.45	17.30
10.00/10.15	19.15/20.45

Inclusive Foot Passenger Fares

	Adult	Child 4-13
16 May-30 June	£11	£9.50
July-August	£13	£10.50
Sept-December	£11	£9.50

Coach Supplement - £2.50 per person

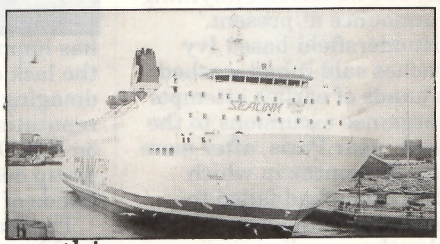
SOUTHAMPTON-CHERBOURG INTRODUCTORY OFFER

Sealink Stena Line have introduced a premier new route between Southampton and Cherbourg.

This is an ideal route for your private groups wishing to travel to Normandy, Brittany, Western France and further south.

The service started on 28th June and is operated by the Stena Normandy – which features an extensive range of cabin accommodation (all with en-suite facilities), restaurants (both a la carte and free-flow), the Terrace Bar (with disco and live entertainment), two cinemas, two children's playrooms and tax- and duty-free shops.

AND . . . between 21.10.91 & 31.03.92 we are offering an up to 60 hour excursion fare of £18 including a restchair each way on this new Sealink Stena Line route.



TWO GREAT OFFERS ON SOUTHAMPTON TO CHERBOURG

Sealink Stena Line's new route features the recently re-furbished Stena Normandy – offering an unparalleled range of facilities which include an A la Carte Restaurant, a 'free-flow' restaurant, the 'Can-Can' Lounge with live entertainment, a disco and even a cinema!
To introduce you and your clients to this new route – we have 2 super offers

BREATHER ONE

04.10.91 – 28.03.92
24 HOURS

Depart Southampton on Friday overnight sailing.
Return from Cherbourg on Saturday afternoon sailing.

£25
nett per person

Includes a berth in a standard 2 or 4 berth cabin, 1 evening meal voucher, 1 breakfast voucher and on-board entertainment.

BREATHER TWO

03.10.91 – 29.03.92
3 NIGHTS

Depart Southampton on Thursday overnight sailing.
Return from Cherbourg on Sunday afternoon sailing.

£39
nett per person

Includes a berth in a standard 2 or 4 berth cabin, 1 evening meal voucher, 1 breakfast voucher, on-board entertainment and 2 nights B&B accommodation (sharing twin room) in the 2 star Climat Hotel at St Brieuc in Brittany.

LINE 0800 282251 FAX: 0233 646024

EuroDisney faces anger of UK operators

EURODISNEY is facing the fury of independent operators over its failure to release any group rate information.

Even ferry company P & O, which has already announced its long-awaited deal with EuroDisney, has still to put a 'rack rate' on group bookings.

A spokesman for P & O said: 'At the moment, negotiations are still under way. We intend to produce a group package including ferry crossing and hotels on the site, but we haven't anything to announce at present.'

Huddersfield-based Ivy Coaches said it had washed its hands of earlier attempts to organise excursions to the venue, near Paris, after more than 18 months in which EuroDisney had failed to respond to enquiries.

Another coach operator, Linkline, said EuroDisney had a 'smug attitude.'

'I first spoke to EuroDisney's sales director Tom Allen at the World Travel Market in November 1989,' said Ivy Coaches' Margaret Taylor. 'Despite frequent enquiries nothing has happened. Eventually, the lack of information was dmaging my firm's reputation. I'm now waiting on P & O to announce their group deal. I've washed my hands of EuroDisney.'

The managing director of Linkline, Brian Jones, said he was one of several operators he knew who had made enquiries which proved 'fruitless.'

'I find it hard to believe their smug attitude. They think they've got a hot potato and, no matter how they treat people, the tourists will arrive,' he told Coachmart. 'They appear to be anti coach operator.'

One tour wholesaler said he had information that it would not be possible to book entry tickets in advance, but that EuroDisney would simply close its gates when it had reached its capacity: 'Some operators, including Land Travel, are already selling packages to EuroDisney. What if they get there to find it closed?' he said.

The gigantic French theme park, which recently had a £400 million cash injection to speed up progress, has tied in with P & O European Ferries exclusively. P & O has issued brochures detailing the six hotels planned to be on site by 1992, and is offering individual prices.

The American-style rooms for two nights start at over £90 a head for a family of four sharing at off-peak, up to barely under £200 peak season at one of the more plush hotels. There are also self-catering cabins for between £115 and £170 each for three nights, four sharing. P & O's special commemorative packages start at £214 each, including travel.

All P & O can so far offer coach operators is the promise of cost savings for tailor-made itineraries, but these have yet to be finalised.

Coachmart made repeated attempts to contact EuroDisney through its London office but has so far had no reply. The Paris office has, though, confirmed that group rates have yet to be finalised.

Maun steps into 1992 with tailor-made deals

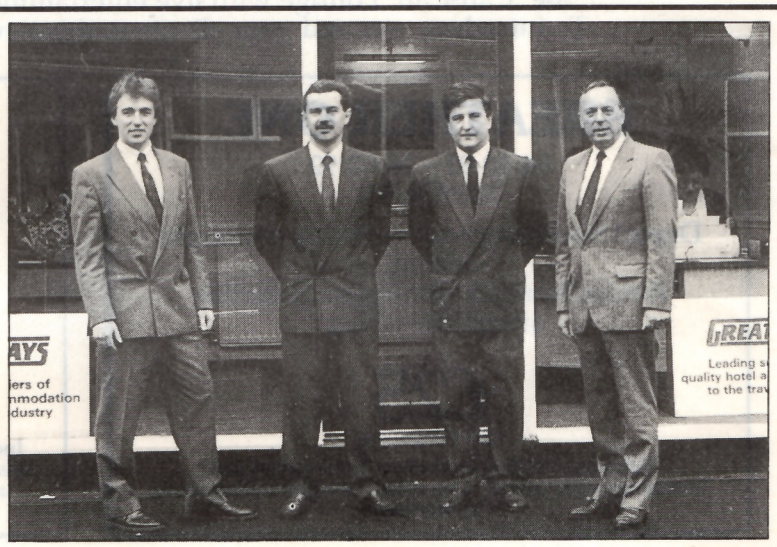
MAUN International has announced 1992 rates for many of its wholesale tours... but says most its its clients still prefer their itineraries 'tailor made.'

'We sell few off-the-shelf tours,' said director Alan Read. 'Most of our operator clients still seem to prefer to choose destinations and hotels themselves.'

Maun's own offset litho printing facility means it can produce its own promotional material and leaflets for operators using its tours. Alongside that, it gives out professionally-produced driver itineraries.

It's the kind of services which has convinced operators like Tellings Golden Miller, Shaw Hadwin and Atkinsons of Inglesby to book through Maun International.

Details of tours for 1992 are from Alan Read, Maun International, 151 Outram Street, Sutton-in-Ashfield, Notts NG17 4FU, Tel: 0623 555621, Fax: 0623 555671.



GREATDAYS tour wholesalers have signed up two former coaching executives to spearhead a drive for more business from operators. Laurie Kennard (centre left), formerly of Lofty's Coaches of Chester, will be handling coach operator enquiries and sales while Bill Headley (centre right), former Ulsterbus Tours tour manager, will be contracting hotels.
Welcoming him to their new Cheshire workplace are Greatdays sales director Paul Beaumont (left) and MD John Beaumont (right).

COACHES WELCOME

NEWQUAY

NEWQUAY

Arundell Hotel, Mountwise, Cornwall

A friendly family run hotel, centrally situated with panoramic sea views, offering full English breakfast and varied menus. Under personal supervision of chef proprietor.
★ 36 rooms, all en suite with colour TV, radio, telephone, intercom, tea making facilities
★ Entertainment 6 nights a week in our large bar with dance floor ★ Full central heating, laundry and ironing facilities ★ Lift ★ Heated indoor pool ★ Sauna ★ Solarium ★ Spa pool.
ON SITE PARKING ● DRIVER STAYS FREE
NOW BOOKING FOR 1992
Contact: Audrey Milne on (0637) 872481 (19943/CWL)

CASTAWAYS, BEACH HOTEL, PORTH, NEWQUAY, CORNWALL

Licensed hotel overlooking Whipsiderry beach. All rooms en suite, col TVs, teamakers and phones. Excellent cuisine. Entertainment. Indoor pool, sauna and solarium. Car park. Children welcome.

EXCELLENT PARTY RATES
DRIVER/ORGANISER FREE
Tel. (0637) 876619
(19958/CWL)

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PARADISE BEACH HOTEL
Watergate Bay, TR8 4AB

A family run hotel 200 yards from beach. Newquay approx 3½ miles. 21 en suite rooms with col. TV, tmkrs, hairdryer, telephone, CH, sauna, solarium, games room, lic. bar, dance floor, laundry room, choice of menu, entertainment.
AVAILABILITY FOR SEPTEMBER, OCTOBER, NOVEMBER and **CHRISTMAS. ALSO** taking bookings for **1992.**
Contact: Ann Thomas on
(0637) 860273
(20164/CWL)

GREAT YARMOUTH

★ NOW AVAILABLE IN ★
★ GREAT YARMOUTH ★
July, August, September.
With 27 bedrooms (10 en suite), Full central heating, excellent home cooking, adjacent to promenade, close to Britannia Pier and all amenities.
Coach parking in own grounds.
Bar lounge/dance floor, two lounges with colour TV, one *NO SMOKING.*
Don't delay phone today.
Tel. 0493 843870
Now taking bookings for 1992.
St Claire Hotel (20296/CWL)

THE GLENEDENE HOTEL

Edgecombe Avenue, Newquay, Cornwall TR7 2NH

● 30 bedrooms, some en suite
● Excellent location, 6 mins from town, 50yds from beach, on level ground
● Licensed bar ● Dance floor
● Entertainment ● Pool table.
TV with Satellite Channel in all rooms and tea/coffee making facilities.
PRICES £75-£122
Full English breakfast and four course dinner
● ***COACH DRIVER STAYS FREE***
0637 873295
Now taking bookings for 1992
(20300/CWL)

WALES

THE BELGRAVE HOTEL, TENBY

Warm, friendly, comfortable, good food, choice menu, nightly entertainment. All bedrooms with tea, coffee making facilities. Sky TV. Most with private bathrooms.
Sept 7th-13th (Sat-Fri) 6 nights half board **£100 + VAT**
Sept 29th-Oct 4th (Sun-Fri) 5 nights half board **£75 + VAT**
Telephone: Tenby (0834) 2377 asking for Malcolm Thomas
RING NOW FOR 1992 (20319/CWL)

TORQUAY

T.H.A.

HOTEL *Concorde*

THE ENGLISH RIVIERA

★ FANCY THAT MEDITERRANEAN FEELING ★

Then come to THE HOTEL CONCORDE with our outdoor heated pool, 28 bedrooms + private facilities, colour TV all rooms, two lounges, licensed bar, entertainment, 4 course choice menu, driver's free and ample coach parking.
★ NOW AVAILABLE ★
7th – 14th September £99 inc. Sat 12th-19th and Sat 19th-16th **October.**
★ 7 days £95.00 inc ★
Mon-Fri, 5 days – 4 nights, £60 per person. **Fri-Sun including Sunday lunch £44 inc.**
ALL NOVEMBER £90 per person weekly. 5 days, 4 nights, £53. Fri-Sun including Sunday lunch £36 inc.
PRE-CHRISTMAS Turkey and tinsel. Weekends £48.00 per person. Mon-Fri £60.00.
FOR FURTHER DETAILS, **TEL. 0803 292330**
(20224/CWL)
AA RAC

ISLE OF WIGHT

★ ATTENTION ★

Small family hotel on the Isle of Wight at Shanklin
Offers half board accommodation up to 22 adults and children from £100 including VAT
(Coach Driver Free)
Apply Mrs I Burton
Snowdon Hotel, 19 Queens Road, Shanklin, Isle of Wight
Tel. 0986 862853 (19703/HO)

SANDOWN ISLE OF WIGHT

Dates now available for 1992
Hotel with excellent reputation for good food and service.
1992 prices from **£12.50** inclusive VAT (17½%) per day
★ FULL BOARD ★
Don't delay – book today
More information by telephoning
(0983) 402266
RAYLES HOTEL
★ *Probably the best value for money in the world* ★
(19934/CWL)

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GREEN HEAD HOTEL

Gateway to Hadrians Wall
just off A69
Tea, coffee and meal stops
★ OPEN ALL DAY ★
Coach parties and drivers receive a warm welcome.
All enquiries
Tel. 0697 747411
(19381/HO)

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AWARDED BEST AA 2 STAR HOTEL IN PITLOCHRY
DUNDARACH HOTEL, PILTOCHRY
30 bedrooms en suite, totally refurbished, tea making facilities, telephones, colour TVs, centrally heated throughout, within walking distance of the Festival Theatre and town centre.
0796 2862

THE BIRNHAM HOTEL, DUNKELD
AA★★★ RAC★★★
30 bedrooms en suite (totally refurbished 1987), tea making telephones, colour TV, centrally heated throughout, lift to all floors, baronial dining/ballroom for 150.
03502 462
Coach lunches welcome at both hotels
Our position makes us an ideal centre for a week's stay in the Perthshire Highlands.
SMAILE FAMILY HOTELS
where a warm welcome awaits you
(18113/HO)

COACHES WELCOME

COACHES WELCOME

OPERATOR TO OPERATOR

JAN – DEC 1992

Tony Goss Travel are inviting coach operators to quote for whole/part of next year's tours amounting to 40-60 tours of 5-10 days duration to Belgium, Holland, Switzerland, Austria, Italy and Germany – Brochure/Private Groups.

Operators of VOLVO or SCANIA COACHES not more than 3 years old, with reclining seats, tea/coffee machines, toilets. Preference given to operators whose vehicles have ABS or Telma fitted.

Apply to Tony Goss Travel (Est 1975), 3 Somerset Place, Totnes, Devon TQ9 5AX for quotation forms – all applications replied to.

(20151/OP)

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KINGSBURY

★ Tremendous location – close to Wembley stadium/arena
★ M1(J1) 5 mins – North Circular even less
★ Very large car park and large gardens
★ 4 bars offering bar meals + traditional ales
★ Carvery style restaurant also available (seats 100)
★ ♿ facilities
★ Coach parties catered for by appointment

For further details telephone Stephen Naghi on 081 206 1293 or 204 6014

(18534/HO)

THE GREENMAN

BOURNEMOUTH

We welcome parties large or small to the Clarendon Hotel

★ All rooms en suite with colour TV, radio, trouser press, dial direct telephone.
★ Lift to all floors.
★ 2 Bars and licenced Restaurant
★ Bar Snacks and High Teas
Very competitive rates

Conveniently situated for **Blackpool Illuminations or the Lake District.**

Tel. 0524 410180 (Morecambe)

(20264/CWL

BOURNEMOUTH

GLENDEVON HOTEL

Ideally situated on Bournemouth Westcliff and central to all amenities. 400 yards to beach, 5 min walk to town centre. Family run, 39 bedrooms (23 en suite), t/mkng fac, TVs in all rooms.

Large restaurant, lift, bar, ballroom en/t, TV lounge and games room.

Terms from £70 per week

For more information Nigel and Amelia Rilstone Glendevon Hotel, West Hill Road, Bournemouth. Tel. (0202) 290600

(19970/CWL)

SCOTLAND

EXCELLENT VALUE IN SOUTH-WEST SCOTLAND

Less than ½ hour drive from the border and the main A74, our hotels offer an ideal stopover point.

STATION HOTEL
AA★★★ Dumfries RAC★★★
Tel. (0387) 54316
32 en suite bedrooms

QUEENSBERRY ARMS HOTEL
AA★★ Annan RAC★★
Tel. (046120) 2024
24 en suite bedrooms

Both hotels offer tea and coffee making facilities, colour TV, radio and telephone. ★ Full central heating. Accommodating one coach per night we guarantee you maximum attention

(20289/CWL)

SPAIN

PLAYASOL HOTELS UK

★ SPAIN ★

Hotel accommodation **91/92**

Costa Brava, Costa Maresma, Costa Dorada

Winter 91/92 Only £58 7 nights F/B

Book now your **1992** hotel rooms for the **Olympic Games**

For hotels, brochures and firm prices tel. Mr Rodriguez

061 655 3645

(20123/CWL)

LEICESTERSHIRE

RESERVOIR INN, CROPSTON

Charnwoods Premier Inn

Set in 6 acres of land adjacent to **Bradgate Park** and **Switherland Woods.**

The Inn offers bar snacks and afternoon teas.

Open 11am-11pm

Appointment only

Tel. 0533 362165

(Leicester) (19955/CWL)

NORTHUMBERLAND

Otterburn Hall

Northumberland

★ Ideal base for coach holidays
★ Accommodation for up to 140
★ Very reasonable rates
★ Meal stops welcome

Please telephone Karen Smith FREE on 0800 591527 for full 'coaches welcome brochure'

(19942/CWL)

MORECAMBE

★ AVAILABILITY DURING OCTOBER ★

AND ALSO FOR THE ILLUMINATIONS UNTIL THE 31st OCTOBER

Offering bed, breakfast and evening meal. En suite rooms available ● Lift to all floors ● Colour TV, satellite & video link ● Tea/coffee facilities in all rooms ● Fully licensed with entertainment 3 nights per week.

BOOKINGS TAKEN NOW FOR CHRISTMAS AND NEW YEAR

AT THE

EIDSFORTH HOTEL

For further information and bookings contact Mrs Rita Flanagan **(0524) 411691**

(20057/CWL)

ESSEX

The Wooden Fender

Restaurant (0206) 230466

* Extensive a la carte menu nightly except Tuesdays * Sunday lunches – starter choice of 5 roasts and sweet trolley * Week day lunches * Evening bar meals Monday to Sunday * Wedding receptions * Business lunches * Associations & clubs * Parties of all kinds catered for * Dance floor and disco supplied if required * Coaches by arrangement.

Harwich Road, Ardleigh, Nr Colchester (on A137 Colchester to Manningtree Rd)

(19094/HO)

CORNWALL

THE PENDOWER HOTEL SEAVIEW ROAD, FALMOUTH, CORNWALL

Available for approx 40 guests. Mostly en suite with tea/coffee facilities, near to beaches and town centre, fine English cooking, TV lounge, bar, outdoor heated pool and sauna.

★ **Some weeks now** ★
Available for 1991

For **small** or larger groups and parties
Tariff rates available
For more information
Tel. (0326) 312108

(19730/CWL)

AUSTRIA

AUSTRIA

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Manual, Recon 680 Engine, Class 5, MoT.
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£22,000 each or £60,000 for the 3
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RELIANCE PLAXTON, 51 seater, L registration, choice of two, 1 x 760, 1 x 691, long MoTs, owned by us from new, ideal contract vehicles. **£1,750 each. Tel. Berrys (0823) 331356.**
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1979 (V) AEC Dominant II, 53 seats (Express), speed limiter, Webasto, tinted windows, t&t, good runner, **£8,000 ono + VAT. Tel. (0729) 823446 (N Yorks).** (20237/AEC)

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BEDFORD

BEDFORD TURBO

53 seater, television, video, tinted windows, double glazed, twin micros, pa, radio cassette, extra running lights, Telma, taxed and MoT, finished in two pack paint.
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Tel. 0457 868569
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Turbo/Maxeta body, 35 seats, 9 standees plus pram pen. MoT Dec '91, Allison Auto.
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This vehicle has been well maintained, in daily use and owned by us since new.
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53 seats, recon engine 8/90, full MoT, Telma, speed limiter, double glazed, stereo, radio cassette.
£14,000 + VAT
Tel. 021-359 8877 No P/X
(20166/BE)

1979 BEDFORD YMT Dominant II Express. 53 re-trimmed seats. MoT October '91. **£5,250 ono. Tel. JARONDA TRAVEL 0757 268229 (N. Yorks).**
(20113/BE)

BEDFORD DOMINANT IV, tinted and double glazed windows, recon turbo engine, X reg, 51 seats, 12 months test. **£8,500 ono + VAT. Tel. 0328 710589.** (20328/BE)

1983 BEDFORD YNT DUPLE DOMINANT III

53 seater, MoT 21/2/92.
£12,000 + VAT

1983 BEDFORD YMP PLAXTON PARAMOUNT

35 seater, MoT 6/5/92.
£15,000 + VAT

Both vehicles are in excellent condition and have many extras.
No reasonable offers refused.
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1983 BEDFORD YNT

CHOICE OF TWO

53 seats, MoT Feb '92 and Dec '91. Good clean condition and in daily use.
£13,250 + VAT ovno each
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1979 BEDFORD YLQ, Plaxton Supreme, taxed, MoT June 1992. **£5,750 + VAT. Tel. 0934 833177.** (20323/BE)

1984 BEDFORD YNT DUPLE LASER, 53 seater, radio PA cassette. Limiter fitted, MoT April 1992, power door, new clutch and fuel pump. **£24,000 + VAT. Nicoll's Coaches tel. 056 17 262 (Scotland).** (20108/BE)

BEDFORD 1974 DUPLE DOMINANT. 29 seater, MoT Dec '91. Reliable vehicle, reasonable condition. **£1,250 + VAT. Tel. 0942 873599 (Atherton, near Manchester).** (20109/BE)

1975 BEDFORD Duple Dominant, 53 seater, power door, PA system, retarder, surplus to requirements. For quick sale. **£2,500 + VAT. Tel. 0296 415468.** (20322/BE)

DAF

DAF MB200 DKVL. 1986, Jonckheere Jubilee P50, 53 reclining seats, O/S/R Cont. door, R/C and P/A, wired for TV, driver's bunk, courier seat, Telma, good condition throughout. **£54,000. Tel. 0329 823755 anytime.** (20282/DAF)

PLAXTON SUPREME MB200, 57 seats, T&T (92), retrimmed seats, respray, sale or part exchange for Decker Neoplan or similar. **Tel. 081 883 0160. Fax 081 883 3913, Steve or Peter.**
(20335/DAF)

1985 DAF BERKHOFF EXECUTIVE, 49 recliners, toilet, TV/video, excellent condition. **£39,000 ono + VAT. Tel. 0786 823099 or 0836 702484.**
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DAF

1988 DAF SB2305DHS VAN HOOL ALIZEE H.
51/55 seats, centre demount toilet, continental exit. Blaupunkt stereo, PA, VCR & demount monitor. Jason boiler, fridge plus many extras. **£65,000**

1989 DAF SB2305DHS VAN HOOL ALIZEE DH
As above plus double glazing. **£75,000**
TEL 0772 635536
(20313/DAF)

1982 DAF PLAXTON MB200
51 R, curtains, tinted windows, courier seat, good condition, MoT April '92.
£22,000 + VAT
Tel: 0279 435890
(20096/DAF)

1986 DAF PANORAMIC
49 recliners, c/seat, toilet, drinks machine, fridge, 2 TVs, video, radio/PA/cassette, d/bunk, Telma, A1 condition, MoT Sept, taxed '91.
£48,000
Tel. 0268 540071 (Essex)
(20330/DAF)

1987 D DHTD PLAXTON 3200. 55 E seats, power door, stereo/PA, very nice condition. **£39,500 + VAT. Tel. 0296 613831.** (20118/DA)

DOUBLE DECKERS

1985 METRO LINER
71 seater. 3 TV's/Video tables on lower deck, toilet, drinks machine, engine reconditioned. New MoT.
£28,000 + VAT
FOR QUICK SALE.
P/X considered
TEL. 071 935 4091
(201315/DD)

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ALL 74 SEATS

1980, MoT 11/91	£5,700
1979, MoT 6/92	£5,400
1978, MoT 3/92	£4,900
1976, MoT 6/92	£4,800
Others available without MoT	£1,800

Contact Steve Ellis
0782 744744 Stoke-on-Trent
PMT

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VERY BUSY OPERATOR
Willing to continue lease/purchase payments of full spec decker, twin if there is one surplus to requirements, or for sale.
Please contact Richard ARABIN TOUR
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(20106/DD)

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FORD

VARIOUS FORD COACHES

1973 DUPLE. 53 seats, test May '92 ..... **£2,000**
1977 DUPLE. 53 seats, test June '92 ..... **£4,000**
1978 DUPLE. 53 seats, test May '92 ..... **£5,500**
1979 DUPLE. 53 seats **(choice of 2),** test April '92 **£6,250 each**

All with power door. All subject to VAT
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Tables, television, video, twin micros, pa, tape deck, full draw curtains, MoT and taxed, finished in two pack paint.
£10,500 + VAT
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(20295/FO)

1979 FORD PLAXTON. 53 seater, Bristol Dome, power door, MoT April 1992 ..... **£5,000 ono**
1979 FORD PLAXTON. 53 seater, Bristol Dome, power door, MoT April 1992 ..... **£4,250 ono**
1975 FORD PLAXTON. 53 seater, power door, MoT June 1992 ..... **£2,000 ono**
BRITTANIA TRAVEL
0952 612602
(20288/FO)

1978 FORD PLAXTON
53 seater, red/white, with red retrimmed seats, MoT Oct '91, immaculate.
£4,500 + VAT

1978 FORD DOMINANT
45 seater, all white with beige trim, MoT March '92.
First to see will buy
£3,500 + VAT
Tel. (0785) 284666
(20304/FO)

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1983 LEYLAND ROYAL
Tiger Doyen, 51 reclining seats, no drinks machine, Telma retarder, low mileage, taxed and tested to Nov '91.
£17,500 ono
Tel. Jaronda Travel (0757) 268229 (N Yorks) (20112/LE)

1986 LEYLAND ROYAL TIGER DOYEN
Taxed and tested April '92, 6 speed ZF TL11 engine, speed limiter, 49 Vogel seats, full exec, 2 TVs, video, drinks machine, toilet, driver's bunk, Telma retarder, Webasto, low mileage, mint condition, used on tour work only. Privately owned.
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Tel. 091 3734 200
(20324/LE)

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1977 FORD R1114, 53 seater, 9 months MoT, **£3,500 + VAT. Tel. (0386) 45847.** (20310/FO)

1981 FORD R1114 Dom IV, Telma, radio, PA, side lockers, tinted windows, power door, all white, MoT 7/5/92, taxed. **£6,750. Tel. 0268 540071.** (20327/FO)

LEYLAND

1975 LEYLAND 680, 57 seater, 12 months test. **Tel. (0386) 45847.** (20311/LE)

1978 Leyland Plaxton semi-auto, recent reconditioned engine and gearbox, white/red with recent retrim, MoT Jan '92, **£7,500 + VAT. Tel. (0785) 284666.** (20305/LE)

1978 LEOPARDS Duple, MoT expired, three available, but only one running, **offers. PMT Limited (0782) 744744.** (20125/LEY)

1984 ROYAL TIGER EXECUTIVE, 49 recliners, ZF box, toilet, drinks machine, curtains and Telma. **1984 Leyland Tiger Paramount,** 3500, both in excellent condition with current MoTs. **Tel. (0742) 441341.** (19982/LE)

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1974 PLAXTON. 53 seats, test Nov '91, recent engine, g/box, axle **£4,500**
1978 DUPLE. 53 seats, test Dec '91 ..... **£8,500**

All with power door. Power steering. Semi Auto
All subject to VAT
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(20286/LE)

1989 LEYLAND LINX
New MoT, 49 seats, P/X considered.
£57,000
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(20333/LE)

MERCEDES

1987 MERCEDES 811D
25 seater, double glazed, Purmo heating and Eberspacher, radio, PA system. Ticket to June 1992.
£19,000 ono + VAT
(South West Scotland)
0556 68250

MERCEDES

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August '88, 24-30 seats. Tables with lamps, toilet/washroom, bar, water boiler, forced air/reading lights. TV/video, PA system, telephone, radio/cassette, power door, large boot, full maintenance history. Available 31.7.91.

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MERCEDES 0303. 1983, Private plate, 53 reclining seats, full Sutrak Air Con. Courier seat, R/C and P/A, good condition throughout. **£42,500. Tel. 0329 823755 anytime.** (20281/ME)

VOLKSWAGEN

1987 VW TURBO OPTARE

25 seats, very good condition.

£9,750 + VAT

Tel. 071 935 4091 (20314/VW)

VOLVO

1980 VOLVO PLAXTON IV

53 seats, retrimmed, power door, radio and PA system. Ticket to May 1992.

£16,500 ono + VAT

(South West Scotland)

0556 68250

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1937 BEDFORD DUPLE

Extensively rebuilt and CIF in 1987. Superb condition, used for special outings/weddings etc until recent sale of family coach business. Featured in 'Nostalgia Corner' 25/4/91.

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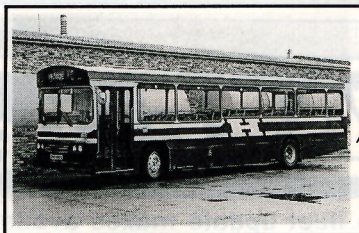
VOLVO



D REG VOLVO B10M GL

6 speed ZF auto Dominant service bus, 53 seats, 23 standees plus pram pen. New MoT. Choice of three.

£57,000 + VAT

All these vehicles are owned from new, are well maintained and in daily use.

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Plaxton Supreme IV
50 seater + toilet
Lease for £525 per month

1984 VOLVO B10M
Jonckheere P599,
49 seat + toilet.
Lease for £1,095 per month

Both vehicles are in excellent condition and have new MoTs.

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1983 PRIVATE PLATE HI LINE SETRA 215 HD

Superb condition, 49 recliners + courier, toilet, coffee machine, 2 x TV video, voith, Webasto, air suspension, bunk, just sprayed, twin pack white.

£49,500 + VAT

Tel. (0375) 673482 day
(0375) 670163 eves (20044/SE)

SETRA

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Sick of gloomy forecasts? There's a way you can turn up the heat. Go get a Kässbohrer Setra – it costs less than you think.

Just look at the list below . . .

Year	Model	Seats	Price
1988	Leyland Tiger 290 Jonc, TV/Video, WC, Air Con.	48	£80,000
1988	DAF 2300/Duple 340, WC, TV/Video, Radio/PA	53	£62,500
1988	Duple 425, Db/Glaz, Telma, Econocruise, WC, Kitchen	53	£69,000
1988	Bedford/Duple, Radio/PA	57	£50,000
1987	DAF/Caetano 11.6, Radio/PA	53	£65,000
1985	Neoplan/Skyliner, TV/Video, WC, Kitchen	77	£68,000
Setras			
1989	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS, Many extras (warranty)	49/53	£109,000
1989	S 210 H (Real), WC/Kitchen, Retarder, ABS Many extras	28	£78,000
1988	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS	49/53	£92,000
1983	S 215 HD (Optimal), WC/Kitchen, Driver's bunk TV/Video, Retarder, Many extras (warranty)	49	£59,000
1983	S 215 H (Optimal), WC/Kitchen, TV/Video Retarder, Many extras (warranty)	49	£47,500

We have a limited number of new vehicles in stock too!

***Please note:* Year of registration does not necessarily denote year of manufacture.**

Harry Kell 0932 843685 (Southern Area Manager)

Andy Timms 0625 877658 (Northern Area Manager)

☎ 0522 500115

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COACH AND MINIBUS RENTAL 25p per km or £220 per week (Scotland only)

P/X TAKEN

VOLVO K19 G/BOXES and CASINGS AVAILABLE

1983 VOLVO B10M, Plaxton 3200, 53 seats, MoT April '92, power door, radio, PA, re-panelled and re-painted in brilliant white, lovely condition. .....**£35,000.**
1979 BEDFORD YMT Duple Dominant II, 53 seats, manual door, unlettered, red/white, MoT January '92, radio, very nice inside and out, recommended.....**£7,000**
1985 MERCEDES 608D MINIBUS, Whittaker Conversion, 19 seats, racks, air blowers, individual reading lights, radio/PA, good size boots, driver's locker, high roof, full soft trim, exterior reconditioned and finished in two pack white. MoT August '92, thoroughly recommended .....**£12,500 + VAT**

Mercedes Minibuses and Volvo Coaches purchased for cash

TRAMONTANA C.D. LTD
CHAPELKNOWE ROAD, CARFIN, MOTHERWELL
TEL: 0698 53845/861790

(20035/VO)

VOLVO

1982 Volvo B58 Plaxton 12m, d/glazed, 53 seats, s/auto, radio/PA, power door, retrim and refloored, long MoT. **£24,950**
1981 Volvo B58 Plaxton 12m, 57 seats, test Dec '91, 6sp ZF, radio PA, power door, white. **£17,950**
1980 Volvo B58 Plaxton 12m, 57 retrimmed seats, semi-auto, radio PA, power door, white. **£15,950**
1978 Volvo B58 Plaxton 12m, 53 retrimmed seats, new floor, re-panelled & painted, recon engine, 6 sp ZF, test Sept 91, very tidy, only 2 previous owners. **£11,950**
1980 Volvo B58 Unicar, 53 retrimmed seats, power door, test Jan '92, bargain at **£7,950**
1978 Volvo B58 Caetano, 53 seats, power door, 6 sp ZF, test July '91. **£6,950**
1976 Volvo B58 Plaxton, 53 retrimmed seats, ex-press doors, semi auto, test nov '91. **£6,950**
1975 & 76 Volvo Allsa deckers, choice of six, single and double doors, all tidy with long tests, from **£3,500**

All prices plus VAT

Please telephone, vehicles in daily use.

Nottingham (0602) 784645

Skills

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OPTARE Demonstrator Sale

Demonstration fleet update makes available for immediate sale at attractive prices.

STARRIDER 29 seat high specification luxury coach. Mercedes Benz 811D chassis, manual gearbox, coach seats with armrests, large luggage boot, luggage racks with individual reading lights and forced-air ventilation. Interior grey/red stripe. Exterior white. Approximately 7,000 miles. Registered April 1991 H

STARRIDER City Bus specification SRE model with 26 seats plus 15 standees. Mercedes Benz 811D chassis, automatic gearbox, Telma 'fast-flow' entrance with full width power door, tread-master floor. Interior grey/blue stripe. Exterior silver. Approximately 20,000 miles. Registered Sept 1990 'H'

CITYPACER 25 seats plus 9 standees. City Bus specification. VW LT55 chassis, manual gear-box, luggage pen, twin leaf power entrance door, Telma retarder, Eberspacher heater, DPTAC features. Interior grey with red stripe. Exterior white. Approximately 5,000 miles. Registered April 1991 'H'

STARRIDER (Pre-owned) 28 Lazzerini seats plus 8 standees, high specification City Bus. Mercedes Benz 811D chassis, automatic gearbox, Telma retarder, combined 'fast-flow' entrance/exit, electronic destination gear. Interior red pattern. Exterior cream/maroon. Approximately 50,000 miles. Registered May 1989 'F'. CHOICE OF TWO

For further information, telephone Chris Gee in our Sales Office.

Manston Lane, Leeds, LS15 8SU. Tel: 0532 645182 Fax: 606635

MINIBUSES

BEDFORD CF2 Minibus, 1985, 11 seats, good condition, heavy springs, clean sunroof. **Tel. (0304) 215017 or (0831) 350081 (Devon).** (20249/MB)

C REG Transit, PSV'd, 14 seater, SLD, petrol, taxed, tested Nov '91. **£3,800 + VAT. Also 2 x** Ratcliffe tail lift. **Offers. Tel. 061 620 8008.** (20292/MB)

MERCEDES 207, Y reg, 12 moquette seats, very good condition. **£3,500 + VAT. Tel. 0248 722694.** (20231/MB)

X REG Transit, PSV, high back, moquette seats, petrol, taxed, tested '92, good condition. **£2,200 ono + VAT. Y REG** Bedford, diesel, 12 seat, PSV spec, taxed, tested. **£950 + VAT. Tel. 061 620 8008.** (20291/MB)

Carlyle

BUS CENTRE

★ SELECTED NEW & USED MINIBUSES ★

★ WIDE CHOICE ★ HIGH QUALITY ★ KEENEST PRICES ★ FLEXIBLE FINANCE ★

FULL STAGE SPECIFICATION CARLYLE BODIED MINIBUSES WITH CURRENT PSV

1985/6 'C' TRANSIT, 16 seat, from **£4,750**
1986/7 'D' SHERPA, 16 seat, from **£4,250**
1987 'D' SHERPA, 20 seat, from.....**£5,950**
1989 'G' SHERPA MK II, 20 seat, from **£16,500**

49/10 IVECO. 21 seats plus 3 standees.
1987 'D' PSV. January 92 .....**£7,950**

★ HIRE PURCHASE ★ LEASING ★ CONTRACT HIRE ★ PERSONAL LOAN FINANCE ★
CONTACT ANDY GREENWAY FOR FULL DETAILS AND THIS WEEKS STOCK LIST

All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability.
Carlyle Bus Centre is a Licenced Credit Broker. Finance is subject to status.

021-454-4808

Carlyle Bus Centre Limited, Waterworks Road, Edgbaston, Birmingham B16 9DB.
Fax: 021-454 5356.

(15965/MB)

1987 D Reg
FORD TRANSIT
15 seats, petrol. Minibus, PSV spec, excellent condition throughout, all new tyres.
£6,000 ono + VAT
Tel. 0842 811256
(20120/MB)

1988 TALBOT PULLMAN Express, 20 seats, very nice condition, new MoT, new engine. **£12,500.**

1986 SHERPA DORMOBILE conversion minibuses, 16 seats, various MoTs from **£4,000.**

Contact Steve Cook at VANGUARD on (COVENTRY) 0203 490669. Fax 0203 643355. Mobile 0831 155071
(20248/MB)

MINIBUSES

WESTERN COMMERCIAL

NEW STOCK

811 TURBO MERCEDES. PMT AMI front or Mercedes front, 33 seat, wide body, coachbuilt with power glider door, large boot, full width coach seats, high spec + standees. Stock.

709 MERCEDES. PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

709 MERCEDES ALEXANDER, 25 seats, bus spec, electric door, standees, stock.

308 MERCEDES, 12 seat, luxury.

USED

1990 MERCEDES 811, coach built AMI, 33 seats, luxury, low mileage.

1989 MERCEDES 408, 15 seats, luxury.

1987 MERCEDES 609, 21 seats.

1986 CAETANO, 19 seater.

1986 MERCEDES, 21 seats, new MoT.

1984 MERCEDES, 21 seater.

1983 MERCEDES 608. 21 seats. New MoT.

1982 MERCEDES, 19 seats. New MoT.

STAGE CARRIAGE DUAL PURPOSE

1988 811 MERCEDES ALEXANDER, 33 + standees. New MoT.

1986 FORD TRANSIT, 16 + standees.

1987 FORD TRANSIT, 16 seater, electric door.

(17834/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH ON **031-333 2001**
OR EVENINGS 0357 21888
ALSO GORDON SHEARER ON 0466 792077 EVENINGS

F695 AWW
OPTARE STARRIDER – MERCEDES 811D
33 semi high back seats plus 8 standees. Carpeted walls and roof – luggage racks, genuine only 50,000 miles, in our usual exceptionally high condition.
£26,500 plus VAT
DOBSONS Northwich
Phone (0606) 42778
(20119/MB)

MERCEDES 307D Devon con, 1986 (C), PSV, 12 seater, with tail lift. **MERCEDES 307D** Devon con (C, E and F Reg), 8 seats, choice of 3, all with tail lifts, all in excellent condition, with full maintenance records, not for sale locally. **Tel. 031 661 7060 (Edinburgh).** (20121/MB)

1989 MERCEDES 408D EUROPA LUXURY 15 seater, radio & PA system, tested until September 1991 but will retest, 21,500 miles, immaculate, **£15,400 + VAT. Tel. (0423) 360 222/3. Fax No. (0423) 360 683.** (20127/MB)

SHERPA 16 seater, PSV, tacho, twin wheel, 58,000, good condition, **£3,200 no VAT. Tel. 0920 822252.** (20111/MB)

SOUTHEND TRANSPORT LTD

Bus & Coach Sales

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23 seater, Carlyle bodied midicoach, tested June '91

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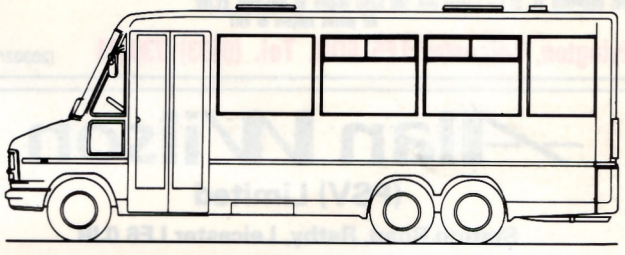

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1983 DAF JONCKHEERE, 49 seats, toilet, TV, video, MoT March 1992.

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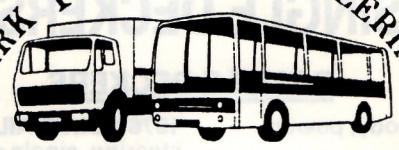

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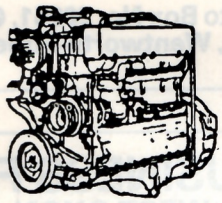

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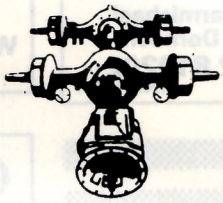

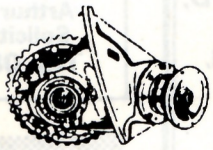

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